



**HEADQUARTERS
CIVIL AIR PATROL VIRGINIA WING
UNITED STATES AIR FORCE AUXILIARY
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Richmond, Virginia 23237-2250
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Wing Commander**



COMMANDERS PLEASE POST

Number 05-10

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WING BULLETIN: It is very important that you share this Newsletter with all Members of your Unit. Please review this material at your unit meeting and post a copy on your Bulletin Board so that it will be available to ALL members. (Members can't participate if you do not tell them about upcoming events). This Bulletin is posted on the Virginia Wing Website as a PDF document. ****All reports are listed on the Virginia Paperless Wing Website. Please have your officers refer to the calendar for report dates.**

1. HEALTH SERVICE – Play It Safe-especially during the Flag Football Season. Follow these safety guidelines to minimize the risk of injury.

- If you wear glasses, use safety glasses with the hinge and bridge areas taped or padded.
- Wear non-restrictive clothing.
- Tape weak joints.
- Wear appropriate shoes that fit well.
- Warm up prior to game time.
- Maintain good physical condition.
- Follow the rules of the game.

Remember, you DO NOT TACKLE in flag football!!

As noted in the Sept Wing Bulletin, as Health Service Officer I need the following information from Commanders.

- The name, profession, unit, and contact information on assigned Health Service Officers.
- Anyone who is a Health Professional as listed in CAPR 160-1; even if not an assigned HSO; please send me your information.
- Also, if anyone is a CPR/First Aid instructor, either Red Cross or American Heart, please send me this info.

Thanks in advance and thanks to those who have sent the information. I look forward to seeing you at the Wing Conference in November.

I will be out of town from 2 to 9 Oct.

Monica Richardson, LtCol, CAP
Va Wing/ HSO

2. **SAFETY** – Plans are continuing for the specific safety focus activities to be accomplished through the remainder of the year. The Middle East Region title for the safety initiative is the Safety Blitz. Hopefully, everyone has gotten significant information through the group and squadron commanders about the plans that are developing. There are several major elements of safety emphasis that are developing, and they are, briefly, as follows:
- The region commander is going to have a safety stand down, likely during the first half of November, due to all of the incidents that have occurred in MER this year;
 - During the one-week dedicated period, each unit will be required to review its safety record for the year now ending (seen as problematic for the region as a whole). The unit will also be required to focus on safety issues, mishap prevention, safety education, and identifying and correcting potential safety hazards.
 - There will be a contest that amounts to a scavenger hunt to identify the worst safety hazards. That contest is to be conducted and led by cadets, although senior members can take part. Awards will be given based on the seriousness of the safety hazard identified and the effectiveness of the resolution proposed.
 - As the Wing commander stated in a message to the VAWG commanders a few weeks ago, "Finally, we are going to have a mandatory safety discussion at the wing conference. We will be seeking input in advance from you, the members of Virginia Wing, on what you would like to have discussed. Credit will also be given for questions from the floor. This will be a moderated discussion and open to all members and will be held during the general assembly in lieu of some of the speeches."

Additional guidance will be provided during the first week of October. Meanwhile, safety focus and activities should not begin and end with such formal activity. It must be an integral part of all we do, in and out of CAP. Please continue to approach personal and CAP safety in that manner.

3. **AEROSPACE EDUCATION (AE)** – The 3rd Quarter AE Activity Reports are due by 10 October 2005. We did a little better in the submission of these reports in the 2nd Quarter but we still have a few units not reporting. This is probably due the unit not having an AEO appointed by the Unit Commander. Unit CC's please correct this problem, as AE is one of CAP's three major areas.

I attended two National Convention for Aviation and Space Education (NCASE) planning meetings in late September. Work is well on its way towards conducting NCASE 2006 which will be held at the Crystal Gateway Marriott in Arlington, Virginia 19-21 October 2006. Please save these dates. It promises to be a big event next year with significant improvements to those held in the past. You can get a full description of the convention on the web site www.ncase.info.

I know Washington, D. C is a long ways to go for many of you including me but for those interested in the Satellite Tool Kit (STK) there is a *free* conference 11-13 October being put on by Analytic Graphics, Inc. They offer 90-minute training sessions on STK plus numerous presentations on various applications of STK. You can get full information and register for this conference at www.agiuc.com.

Anyone hold the STK CD-ROM that I loaned out at last years Wing Conference please load the program on your unit's computer and return the CD-ROM to me as soon as possible as other units are asking for them. You can contact Jeff Montgomery at NHQ by E-mailing him at jmontgomery@cap.gov to receive a password for the program.

As I mentioned last month it is now time for planning the AE session at the Annual Wing Conference on 12 November 2005. Please send me your inputs for subjects you may want covered at the AE Session. I am still planning on holding a model aircraft/rocket contest at the Conference but so far have received the notice of only one entry. Please let me know if you plan to enter the contest and in what category.

It is also time for beginning to think about your Unit's AE Plan of Action (POA) for 2006. I will need your input in early December for the Wing POA submission to MER and NHQ in January.

A member of the Wing AE Staff would like to pay a visit to your unit this year. This may be conjunction with a Unit Inspection or as a Staff Assistance Visit. Please let Major Bert Jones or myself know when we can schedule something. We will probably need at least a month's notice. Lt Col David C. Scull, VAWG DAE, 7897 Wellington Drive, Warrenton, VA 21086, Ph: 540 349-9310, E-mail: kd4sv@arrl.net. Major Albert L. Jones, VAWG Asst. Director for Internal AE, 370 Westview Lane, Heathsville, VA 22743 Ph: 804 580-5120, E-Mail: uptheriver@rivnet.net.

4. **PUBLIC AFFAIRS OFFICE** – Just a reminder that PAO Reports are due the 10th of each month. If a squadron does not have a PAO, the squadron commander must fill out the report. Please ensure that this report is sent each and every month.
5. **OPERATIONS** – Pilots are reminded to review all required aircraft information such as static /transponder check, ELT battery current, 50 / 100 hour oil changes completion, etc before departure. This information should

be listed on the bottom of the Form 10, however the logbooks are the only legal document for insuring this information is correct. All VAWG aircraft logbooks are in the aircraft.

Aircraft Leaning Procedures

Within the past year or so, several engines have had corrections as the result of over temping. Broken piston rings, warped exhaust valves, bent push rods, and in another case, the prop governor was filled with enough crusty material to prevent the rpm to exceed 1600 rpm. A spark plug kept fouling out on an engine and when pulled, the center electrode was covered with all kinds of black stuff. The problem may have been clogged oil control rings. The result of oil temps being exceeded creates carbon particles.

Over temping can result from leaking baffling, improper use of cowl flaps, airspeed too slow and too steep, and or, improper leaning procedures.

Several years ago, a C 182 had two cylinders low on the percentage of loss check. A logbook check revealed two cylinders were pulled two hundred previously, and five hundred hours previous to that, all cylinders were pulled because of low compression. A comment from a previous flight told of cylinder head temps at the top of the green, the oil temps at the top of the green, and the oil pressure at the bottom of the green. The exhaust gas temp was not noted. When things do not look right, it is time to do something, like land.

The mechanic should correct baffling problems at maintenance inspections. Cowl flaps? Follow the checklist. Lowering the nose and increasing the airspeed will treat the engine to great favors. One hundred mph provides about 5,5 psi of water pressure difference between the upper and lower sections of the cowling. This cools the engine.

Leaning, this is a pilot's problem. Looking at the performance section of the Pilots Operating Handbook, you will find the power you need to cruise at the intended altitude and temperature, in percent. Included is the chart airspeed and fuel burn per hour of flight. 65 percent is the desired cruise speed. The engine will have a much better chance of reaching the 2000-hour overhaul with fewer problems.

Read the POH on leaning in the systems section. It will tell you not to lean above 75% power. That is period. Extra fuel is used for cooling the combustion gases during take-off and climb. As power drops off during climb, the mixture control may be used to recapture power. Be mindful of the cylinder head temps, oil pressure and temps, and the exhaust gas temperature.

After establishing cruise speed, screw the mixture control out until the EGT starts to move, let it stop for a few seconds, screw it out half turn at a time

until it does not advance, then turn it toward rich about three or four of the little radials on the EGT ind. The old time honored way of setting the mixture was to pull the mixture out until the engine ran rough, then push it in until the roughness was gone. That was half right. Screw the mixture in until the roughness is gone and then screw it in that much more, and you should be right on target. This will work on the C 172 and C183. Check the POH.

The constant speed propeller is a different animal. You need to pay attention to what you are doing. To begin with, determine the power you need for your flight. Again, 65 % is the desired power for cruise flight. Take-off with full throttle and full rich, at five hundred feet, reduce power to top of green on the MAP ind. As you gain altitude, the power can be recaptured with the throttle. In cruise flight set power for altitude and temp. Propeller movement should be slow. With proper rpm and MAP, you can set mixture as above. When properly set, the CHT should be in the middle of the ind, the oil temp and pressure should be in the middle of the green. Scan these indicators frequently, The reference among is: Sky Ranch Engineering Manual, John Schwaner 916-421-7672 \$ 20.00 Sacramento, California

VAWG LGM-h

- 6. EMERGENCY SERVICES** - Effective 1 Oct 05 the ES department will make the complete transition to the MIMS system for initial ES ratings. Effectively immediately all initial ES rating information must be entered into the MIMS system by each member and once completed, the squadron and group commanders validate the rating. The validated SQTR is then routed to the wing ES Licensing Officer who completes the validation process. Once that final validation has accomplished, the member then prints his/her new 101 card from the MIMS system. Squadron and group commanders are logging into the system regularly and the entire approval process will only take a matter of a few days.

Please remember a few things:

- A member is still required to use an SQTR form for each rating and have qualified evaluators sign this form for each task and mission participation. Squadron commanders must still sign the SQTR form in appropriate places as training progresses. When the form is complete and all information has been entered into MIMS, the signed SQTR form must be maintained in the members file at the squadron level for audit purposes.
- The squadron and group commanders are validating that training was evaluated by approved VAWG evaluators. The wing-licensing officer checks this one last time before the rating is approved. If a task or mission participation has been entered with someone other than an approved evaluator, the licensing officer will disapprove the rating and will email the squadron commander notifying him/her of such.
- Once a member has submitted a completed SQTR through MIMS, that member should log back into the system about 4 or 5 days later to

determine if the rating was approved. If it was, and most should be, the member will print their new 101 card.

A quick overview of the rating renewal process:

- This process will be outlined in detail in a new wing supplement that is pending at this time. As soon as that supplement has been approved, it will be distributed to all wing members.
- For numerous reasons, VAWG will use a slightly different renewal process than the one outlined in the MIMS system. All ES ratings, with the exception of the form 91 check ride for the mission pilot rating, are now valid for three years. In order to renew an ES rating, a member must have successfully served in the role on at least one actual or training mission and have an approved evaluator so indicate. The renewal for the IC rating automatically renews all "under ratings" required for the IC rating. Please note: I did not say that renewing an IC rating automatically renews every rating the member has - ONLY those required for the IC rating.
- In order to renew a rating, a member will have complete a CAPF100 and have an approved evaluator sign the form as the "requestor". The evaluator should note the mission number that the member participated in for the rating.
- The CAPF100 is then routed, preferably via email, to the wing-licensing officer. The original form is maintained in the member's squadron level file. Please note: squadron and group commander approval is NOT required to renew a rating. If a member successfully participated (thus the evaluation requirement) in a role during an actual or training mission, the evaluator approval is all that is required other than the wing-licensing officer. The wing-licensing officer will then enter the required information into MIMS and the member will then be able to print their new 101 card from the MIMS system.

We have tried to ease into this transition and so far things have worked well. There have been and will be a few bumps along the way. This is a rather significant change for the wing. We would ask for your patience and assistance when these bumps occur. Please route any questions concerning this email through your squadron and group commanders to me. They must be involved as they are an integral part of the process. I will gladly respond to any questions, but I need them in the loop.

Joe Bateman, Maj, CAP
DES VAWG

7. **PERSONNEL** – If you have not submitted nominations for awards to be presented at Wing Conference, please do so by noon Monday, October 10. You can send the nominations to Wing Headquarters via snail mail, fax (804-473-2223), or by email to mlcramer26@aol.com. It is imperative that the

nominations reach Lt Col Cramer because she will be out of the country and must have the information prior to her departure so awards can be ready the conference.

Newsbreak

Roanoke Composite Squadron

- On 26 September, Colonel Charlie Glass, MER CC, presented the Mitchell Award to Cadets Justin Boitnott, Chris Bennett, David Givens and Hunter Guilliams. He also presented the Earhart Award to Cadets Daniel Bessette and Stephen Williams.
- The following cadets were promoted to their present grades this month: C/Major Katrina Litchford, C/1st Lieut. Kasey Bailey, C/CMSgts Peter Broughton and Dominique Litchford, and C/MSgt Michael Everett.
- C/1st Lieut. Kasey Bailey was appointed Cadet Commander, succeeding C/Captain Stephen Williams.
- C/CMSgt Nikolaus Wilder was appointed Cadet First Sergeant, succeeding C/CMSgt John Woodard.
- 1st Lieut. Andy Moser was promoted to his present grade this month.

Doug Kabler, Lieut-Colonel, CAP
Deputy Cdr, Roanoke Sq.