



**HEADQUARTERS  
CIVIL AIR PATROL VIRGINIA WING  
UNITED STATES AIR FORCE AUXILIARY**



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**COMMANDERS PLEASE POST**

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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. COMMANDER COMMENTS –** Members of Virginia Wing: This has been a very different last two weeks with the resignation of Col Ric Moseley and my appointment as Acting Wing Commander. At this time my desire is to run the wing in the same direction it has been going until the permanent wing commander is appointed. What I feel the best action at this time is for all members to pull together and not work at cross-purposes. There must not be any recrimination or members feeling put out by this change. I have placed my name for nomination as wing commander. One item needs to remain consistent – SAFETY. Every meeting, event, or function needs a safety evaluation. Always continue this frame of mind as a living requirement. If you are trying to convince yourself to do an action you should stop and recheck what is happening. – Eric Litt

**2. SAFETY – SUMMER SAFETY TIPS:**

BBQ: Light your grill correctly. Do not leave it unattended and put the fire out completely. Cook food to the correct temperature to avoid food poisoning. Hot food should be 140 degrees or greater and cold food kept 40 degrees or cooler. Use clean cookware to avoid cross-contamination and wash hands often.

Beach: Beware of rip-tides, undertow, sharp objects or rough surf. Obey signage warning of these and other dangers such as high bacteria levels. Also be careful to

avoid jellyfish and they can cause red-lined and fluid filled lesions and local area muscle spasms. Wash the area with sea water and seek medical attention.

Driving: Driving while fatigued can cause your reaction time to lessen. Have safety gear in the car at all times and take a break at least every two hours.

Ticks: Wear long sleeved shirts and long pants and apply insect repellent. Carefully check clothing and you before going indoors.

Heat: Use plenty of sunscreen and drink water to rehydrate.

See the May 2006 issue of "The Sentinel" for good information, safety tips and avoiding heat injuries. Monica Richardson, Lt Col, CAP, VA Wing Health Services Officer

From Lynn Jensen -

This is written during the course of the annual Experimental Aircraft Association (EAA) AirVenture in Oshkosh, Wisconsin, and it has been hot and humid for several days. July in northern Wisconsin can produce a wide variety of temperatures, and July 2006 is the hot version. It is quite Virginia-like, and it provides an opportunity to reiterate the importance of adequately preparing for hot weather activities and conducting those activities safely.

Summer brings a high number of CAP outdoor activities, and although many have been completed, there are many more yet to come. The following is a brief review of some of the more important concerns to be aware of while planning and conducting summer outdoor events:

Heat stroke: The cause of heat stroke is simple: being too hot for too long. If sweating isn't enough to cool you down, your body temperature rises rapidly, up to 106 degrees in as little as ten or 15 minutes. That's hot enough to literally cook your brain, as medical experts have put it. You pass out, and if you're not treated immediately, you will suffer brain damage or die.

It is very important for event leaders to review the first aid actions when heat stroke is suspected and to obtain serious medical assistance immediately. It is a very serious medical, life-threatening condition.

Heat cramps and heat exhaustion: While heat cramps and heat exhaustion are not as scary as heat stroke, they can be disabling to varying degrees. Both conditions are caused by loss of fluid and electrolytes -- salt, potassium, and magnesium -- through sweating. Heat exhaustion is just what it sounds like. Blood pressure drops and circulation decreases, which causes fatigue, fainting, or collapse. Heat cramps set in after strenuous exercise in hot conditions. They're painful, but not too serious. Mood changes can be a symptom, and distractions caused by the fatigue or lethargy experienced can have further safety implications beyond the condition itself.

Again, it is important that appropriate first aid, e.g., fluid replacement and a cooling environment, be applied quickly and a determination be made quickly whether more formal medical attention is needed. Err on the side of caution...

General precautions against heat sickness: People should gradually expose themselves to heat, whenever possible, so they can acclimate. They should also have a cool place to rest and drink five to seven ounces of water every 15-20 minutes, or two to three gallons a day, and wear light clothing. Be alert for symptoms of heat sickness in yourself and in others in the activity or otherwise in the vicinity. Review first aid actions before the event.

**3. OPERATIONS** – There is a new NHQ publication listing the limitations placed upon CAP pilots and non-certified personnel when performing certain types of maintenance on CAP aircraft. A copy of this publication should be placed in each aircraft information file under the maintenance section. To find the new publication go to [www.cap.gov](http://www.cap.gov). Click on CAP Publications and forms. Click on CAP indexes, regulations and forms. Scroll down until you see CAP/CC letter, maintenance. If you have any questions please contact me at [jtruxel@adelphia.net](mailto:jtruxel@adelphia.net). – Jim Truxel, DO

## From Standardization/Evaluation:

Captain Susan Parson is now handling all pilot licensing issues and validations. As Associate Stan/Eval officer Susan has become very familiar with MIMS and is ready to help anyone having problems with the system. She has been handling these matters for many months. Please remember that you do not need to send Form 5 paperwork to wing. Show your properly signed Form 5 and other pilot data to your local squadron commander or the commander's designee and it will be validated at the unit level. The person validating the entries should also review you VA Form 6 for correct data and then forward the VA Form 6 to Wing.

We no longer use the VA Form 7 for Cadet Orientation Pilot approval. Simply make the entries in MIMS, including the "Cadet Orientation Demo to Check Pilot" entries for each group of aircraft, and get the entries validated by your unit. The system will forward these through channels for the wing commander's approval. Wing level approval constitutes your appointment as an orientation pilot.

All those persons wishing to serve as a Flight Release Officer must submit applications for approval/renewal to the Stan/Eval Officer, Tim Brendle, by the 15<sup>th</sup> of August so these can be processed and approved before the August 31<sup>st</sup> deadline. Remember, we have a limited number of slots in the wing and I will work with Group Commanders to assure even distribution without exceeding a 3 to 1 pilot to FRO ratio.

Are you ready for your next check ride? Here are some of the reasons pilot fail: Infrequent flight as sole manipulator of the controls; lack of recent instrument experience; lack of knowledge of aircraft systems; unfamiliarity with the GPS box. If you have not flown much recently, get with a CAP Instructor pilot and work on your proficiency. Review your POH and system manuals for the aircraft. Check pilots always want the pilots who are being tested to do well. Preparation can lead to a happier outcome for all parties -Tim Brendle

## 4. CADET PROGRAMS — News items from Cadet Programs

- Over 140 cadets completed encampment on July 2, 2006. Capt Mark Evans and his staff did a terrific job. Capt Evans will return as the encampment commander for next year.
- Other cadet activities are continuing, ranging from Scout Days at the Virginia Aviation Museum to Practical Cadet Leadership Course. We are also beginning planning for Wing Conference. Two more cadet aerospace days are being planning for 2006.
- The Cadet Advisory Council will begin its new term with a meeting in conjunction with the Commander's call on August 26.
- The Drill Team continues to practice and add more members.
- Capt Virginia Hylton and 1<sup>st</sup> Lt Debbie Butts will be conducting a Training Leaders of Cadets Course in November.

For more information on these and other events, please see the Cadet Programs webpage

## 5. AEROSPACE EDUCATION —

Things in AE have slowed down a bit for the summer months now that the Cadet Encampment is over with. July 10<sup>th</sup> was the due date for the semi-annual unit reports on AE activity. Unfortunately less than half of our units submitted reports. I want to thank those who did turn in their reports and encourage those that did not to do so as soon as possible.

I have found that many AEO's have left their position and some one new is in that position. I am not getting copies of the CAPF 2a's or VA Form 4's showing the change in designation. One of my duties as DAE is keep an up to date list of AEO's within the Wing and I can't do this without the notifications. Squadron CC's please submit your changes to Wing Headquarters and send me a copy.

It's time to begin thinking about the Wing Conference coming up on 27-29 October. I would like to know what topics you would want covered in an AE session during the conference. Please let me know your ideas.

Some of you have asked me how they can check up on the status of their Aerospace Excellence (AEX) awards. Bobbie Tourville (btourville@cap.gov) is the Program Manager for AEX and she would be the CAP NHQ staff person to answer any and all questions about the AEX program.

We finally have the new printer at Wing Headquarters capable of printing out Yeager Certificates. We also received the new certificates signed by the current National Commander, Major General Tony Pineda. This should clear out

the backlog of Yeager Award certificates. Remember these are sent to the Group Commanders who in turn distribute them to the units for presentation.

The National Conference on Aviation and Space Education (NCASE 2006) 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. In place of the Hangar Talk Session will be a tribute to Scott Crossfield with several of his friends participating. You can get a full description of the convention on the web site [www.ncase.info](http://www.ncase.info).

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](mailto:kd4sv@arrl.net). Lt Col Albert L. Jones, VAWG Asst. Director for Internal AE, 370 Westview Lane, Heathsville, VA 22743 Ph: 804 580-5120, E-Mail: [uptheriver@rivnet.net](mailto:uptheriver@rivnet.net)

## Newsbreak

### HOLSTON VALLEY COMPOSITE SQUADRON

The Holston Valley Composite Squadron is on the move with ES training over the period of 13 July 2006 and 20 July 2006. The squadron has studied tasks for Mission Aircrew, Mission Base and UDF Ground Team.

Capt. Francis C Tate, Jr received his Mission Observer wings from Maj. Robert L. Dorton, the Group 1 Deputy Commander.

Fanni S. Routh-Marsh was promoted from the grade of 2d Lt. to 1<sup>st</sup> Lt. and awarded the Personnel Badge for completion of the Technician Rating.

Please join us in welcoming C/SMSGT Cyrus Gardner who transferred from MER-NC-153 Boone Composite Squadron, NC Wing. Cadet Gardner has served as Cadet AE Officer for the Boone Squadron. He has completed an encampment at MCAS Cherry Point N.C. and recently returned from the National Flight Academy powered track at Ft. Pickett, VA where he earned his CAP solo wings with just a total of 10 hours of instruction from Lt. Col Eric Litt.

Justin Adkinson, 1<sup>st</sup> Lt, CAP  
Drug Demand Reduction Officer  
Group 1 Headquarters – Virginia Wing