



**HEADQUARTERS ILLINOIS WING  
CIVIL AIR PATROL**  
UNITED STATES AIR FORCE AUXILIARY  
DuPage County Airport  
32W581 Tower Road, West Chicago, IL 60185



1 January 2016

## *Operations Newsletter*

January 2016

### Upcoming Activities

#### Ice Bowl

Group 22 will be hosting the annual Ice Bowl winter SAREX. The dates are set, 16-18 January. Air Operation will be out of Wing HQ at DuPage Airport. Ground Operations will be in the field at DeKalb Airport.

An all call message will be sent out to sign up for this event. It's a great way to shake off some cabin fever and have some fun honing your ES Skills. We hope to see the level of Cadet participation as high as the last SAREX.

In preparation for this and other ES activities starting training for your familiarization training.

### Operations News

#### Instructor and Check Pilots

In addition to putting together a list of Instructors and check pilots I am looking to increase the number we have in the Wing. I've already contacted potential mission check pilot candidates. The more we have the easier it will be to schedule your training and check rides.

#### Actual Mission ELT Search

December ended with a find of an ELT at the Schaumburg airport. Airliners on approach to O'Hare reported hearing the beacon in the area of 06C. Ground teams and an aircrew were dispatched. Capt Brown was driving by 06C and reported hearing the ELT on 121.5 confirming the location. Low clouds and poor weather grounded the air crew. Since I reported and could not fly I coordinated with the IC and assisted the Ground Teams as a UDF member. The signal was elusive to we checked every hangar on the field and located the source. The owner could not be located so we used an alternate method to reduce the signal. Great job by all who responded.

These missions can seem mundane but it is important we execute them so that a non distress beacon will not interfere with an actual distress beacon in a downed aircraft. If you are a CAP Member and there is an airport in your area, please get involved in ES and help share the load.

## Tire Inflation

Great Lakes Region CAP has had a number of incidents involving flat or blown tires on aircraft. While we have not had any issues in IL, an ounce of prevention... It is also better to learn from the mistakes of others than have them happen to us.

### BACKGROUND

In accordance with CAPR 60-1, para 3-8, d, GLR/CC has directed a stan/eval special emphasis items for Calendar Year 2016.

“There have been sufficient flat tire incidents within GLR this year to warrant a Commander's Special Emphasis Item on check rides. When giving annual check rides, check pilots within the region will discuss the importance of checking and correcting tire pressure prior to each flight.” - Col Edward D. Phelka, Great Lakes Region Commander

Over the last year, GLR has experienced these flat tire events:

3/2015 Cadet Orientation Ride. Landed with flat nose wheel tire.

5/2015 CAP proficiency flight. Aircraft landed with parking brake on resulting in two flat tires. (A/C performed takeoff with parking brake on.)

8/2015 CAP transport flight. Aircraft landed with flat right main tire. (Tire went flat on TO roll.)

8/2015 CAP flight training flight with instructor. After performing takeoffs and landings in the pattern, a main tire went flat during the landing rollout.

8/2015 Returning to home airport from a CD flight. The airport had a strong/gusting crosswind (quartering crosswind, 19 kts). The A/C crossed the runway threshold at 105 knots and touched down over half way down the runway. The A/C stopped just short of the departure end of the runway resulting in flat spots on both main tires with one down to the cords.

12/2014 Student glider flight with instructor. Tire went flat during the landing rollout.

We all know that landing accidents are the most frequent type of non-fatal accidents (45%) in general aviation. ([AOPA.ORG](http://AOPA.ORG) Nall Report.) The FAA PTS requires examiners to ensure that pilots conduct stabilized approaches to a landing (configuration, glide path, airspeed) and touches down within the available runway landing area, within 400 feet beyond a specified point with no drift, and with the airplane's longitudinal axis aligned with and over the runway center/landing path. We can see from above that at least one of the approaches was not stabilized. Hard landings may also have caused tire damage.

### ACTION

During Form 5 and 91 examinations please have your checkpilots give special emphasis to tire issues by having them discuss the importance of checking and correcting tire pressure prior to each flight.

1. Discuss checking tire condition and pressure prior to each flight.
2. Discuss and evaluate stabilized approach to a landing.

3. Discuss and evaluate proper landing technique. (Smooth touchdown, point of touchdown, airspeed, no drift, and the longitudinal axis aligned with and over the runway.)

## Alaska Aircraft Incident

As you may already know there was an aircraft accident in Alaska involving a CAP aircraft. The pilot was not authorized to fly and had no medical. He accessed the aircraft without authorization and crashed striking a building. The pilot was killed and the aircraft was a total loss.

While this is an isolated incident, we are looking at our procedures for securing the aircraft keys. Col Scherer is committed to balance the need to access the aircraft with the need to prevent unauthorized access.

## Winter Conditions

Well, it's been fairly mild, but old man winter has finally arrived. Please be careful when operating on snow covered ramps. Airports will usually clear snow on the airport but areas in front of hangars is usually left for the occupants. Be sure to clear the snow and ice and be careful.

