

# South Dakota

## WING ROUNDUP

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South Dakota Wing Cadets gain an understanding of the roles and responsibilities of the noncommissioned officer during the 2004 Noncommissioned Officer School (NCOS) in Sioux Falls, SD.

**Wing Participates in Exercise with American Red Cross . . .7**

**WWW.SDCAP.US . . .7**

**Responsibility Changes at Headquarters . . .9**

**New High-Tech Aerial Imaging System . . .15**

**CAP on Cutting Edge with New Glass Cockpit Cessna . . .23**



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The Wing Roundup is published for members and friends of the South Dakota Wing Civil Air Patrol U.S. Air Force Auxiliary.

The opinions expressed herein are those of the editor/publisher and are not necessarily those of the Department of Defense, U.S. Air Force, Civil Air Patrol or the South Dakota Wing.

All letters and/or articles submitted are the opinions expressed by the author and are not necessarily those of the editor/publisher.

**Editorial submissions:**

Send submissions via e-mail to beth.hermanson@state.sd.us. Preferred formats for files are Word or plain text.

**CHANGES OF ADDRESS:**

**Members:** Magazines are posted with the current address on file with CAP NHQ/DDP. Therefore, changes of address for members should be e-mailed to dpp@capnhq.gov

**Friends of CAP:** Changes of address should be Emailed to beth.hermanson@state.sd.us

**All photos are CAP photos unless otherwise indicated.**



# Commander's Comments

## Farewell: Not Going Anywhere

*By Col Mary F. Donley, Outgoing Wing Commander*

Fours years! When I took over the position of South Dakota Wing Commander four years ago I wasn't quite sure what to expect. I knew I had some awesome responsibilities ahead of me and I took that very seriously. I want to thank all of you for making those fours years go by relatively stress free. This wing is full of remarkable people at all levels, whom continually perform the missions of Civil Air Patrol. When they use the term Professional Volunteer they are talking about our members here in South Dakota!

I plan to stay right here in plain sight of all you! I am going to go back to the Professional Development position and make sure that the training is made available to all of you. I will still be running the North Central Region Staff College this summer and of course you'll see me at the encampment. Next fall when things calm down, I plan to help the Sioux Falls Composite Squadron and get a senior member/pilot section built up.

So you see, I'm not going anywhere—kind of like that bad



**Commander Donley**

penny. There are a few things I don't miss: the phone calls, the thousands of emails and faxes and making decisions that are going to make somebody unhappy. Feel free to call and email and talk to me. You'll continue to see me at the missions and activities.

I would ask that all of you extend to Col B.T. Marking your support during his tenure as the South Dakota Wing Commander. This is a job that takes the support of all the members working together to reach the goals that we have set for ourselves.





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# "Rufriider" Takes the South Dakota Reins

By Col BT Marking, Wing Commander

On April 9, the South Dakota Wing of the Civil Air Patrol (CAP) witnessed the pomp and ceremonies that surround a change-of-command. The date celebrated four years of progress under Col Mary F. Donley, an elementary school teacher from Sioux Falls, S.D. Donley brought us through significant upgrades in both the skills of our members and the technology we use to perform our missions.

For the past three years, it's been my privilege to serve as Col Donley's Vice Commander. I guess you could call it on-the-job training for the ultimate responsibility of leading over three hundred dedicated volunteers through the next several years.

By way of introduction, you should know that I was born and raised in North Dakota. Then I



Wing Commander BT Marking, accepted command of the South Dakota Wing on April 9, 2005.

went off to college at the Citadel, the Military College of South Carolina. In 1999, I completed 28-

years in the federal civil service, six years overseas and the remainder in Washington, D.C. I elected to retire in South Dakota because my dad grew up in Custer.

It wasn't until 1981 that I discovered the Civil Air Patrol. Since then, it's been a big part of my life, and a family affair. At present, my wife, Vicky, daughters Susanna and Libby, and my mother, Shirley are all members of the South Dakota CAP.

April 9 also marked the transition to new leadership. It appears there will be no shortage of interesting challenges. I look forward to taking a fresh look at how we conduct the business of the United States Air Force Auxiliary in South Dakota; forging stronger relations with our fellow volunteers and emergency responders, and growing our presence so we can serve more communities on the grasslands and in the hills.



Wing Commander BT Marking with wife Vicky, daughter Susanna and Libby and mother Shirley.





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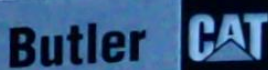
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## SPRING CLEANING:

# A Reminder About Aircraft Issues

- The inventory of items in the aircraft should have been completed at the start of the month. Complete an inventory for each new month.
- Ensure the end of month Tach and Hobbs times are annotated. And on the new sheet, enter the beginning of month times.
- Enter dates and Tach times for all inspections due on both sheets.
- Ensure any aircraft write-ups not fixed on the old sheet get entered on the new sheet.
- Check to see at the top of the sheet that the month is entered and the dates the aircraft was in your location is entered.
- If the aircraft had any maintenance done during the month, ensure the dates are on the bottom of the form.
- Always double check entries for accuracy.

**TACH SHEETS:** Use the remarks column if you are moving an aircraft or doing anything unusual on the flight. Use the remarks column for anything other than typical proficiency flights or SARs/SAREX. It really helps operations to know what is being done and helps when a pilot makes an error on mission symbols.

**MISSION NUMBER:** B12 mission number for those pilots who were pre-approved by email to the State Director on mission number SD04-011. Note, if you fly one of these missions, you are to be using one of the scenarios listed in attachment 9 of CAPR 60-1. See chapter 4 for details.

**EMERGENCY SERVICES:** Operations is concerned about funding the wing will receive for ES training this year. It is tied to the number of mission pilots and observers the wing has in MIMS. All pilots should complete Part 1 and Part 2 of the ES test. Also, renewing members must take the new ES Test 117. There are 3 parts to this test, de-

pending on what skills new pilots are renewing. It is suggest that all current 101 card holders take the 117 tests now.

**MIMS:** When you look at MIMS, you will find most previous dates for when you completed training are gone. That's because of the new skills tied to re-currency training. This does not affect your current status as qualified in your skills. But, as you approach the 3-year expiration, all new dates will have to be entered to show you qualified in the latest task guides. This can be done in a one-step entry process. When the time comes, I expect you will need to submit your paperwork showing completion to the wing and we will enter the data. Those of you who are expiring soon need to begin work on completing the task guides. For mission pilots, there is an exception to doing the task guides – a Form 91, still done every 2 years, fulfills the requirements.

All the info discussed above for ES training is found in Chapter 2 of 60-3, dated May 04.

**AIRCRAFT:** With summer fast approaching, let's get the planes washed. Wipe the oil down and clean them up. Annotate on the Tach Sheets when this has been accomplished. All units should do this as soon as possible, especially with some plane swaps coming up. The wash should be done prior to aircraft moves.

**SWAPS:** Operations will determine this by who has not been flying much in the last several months.

**MAINTENANCE:** The planes will be inspected in May as part of our inspection from the USAF. We need all problems cleared as soon as possible. If there are maintenance issues, contact Chief of Maintenance, Maj Jerry Densmore.

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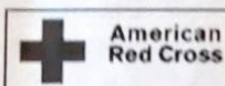
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# Wing Participates in Exercise with American Red Cross



By Lt Col B.T. Marking

The South Dakota Wing joined the Black Hills Chapter of the American Red Cross to explore areas of possible mutual support during a simulated tornado strike on a small rural town on October 9.

That Friday, the Red Cross opened a shelter for the simulated victims, played by Civil Air Patrol (CAP) personnel. The following day, American Red Cross (ARC) personnel exercised their family services and ass care functions, administering to the needs of exercise participants.

The highlight of the exercise was the ARCs damage assessment function. In this scenario, and in other disaster situations, the affected area was not immediately accessible to ARC workers due to safety and other concerns. Any delay in the damage assessment function delays relief being provided to the ARC

clients.

Using CAP's new Satellite Digital Imaging System, a South Dakota Wing aircrew was tasked with providing the approximate latitude and longitude of the edges of the affected area. They took a series of photos, ranging from an overhead view of the entire area to a close-up shot of the damage to a specific residence. These were transmitted to the ARC personnel waiting at the incident command post.

American Red Cross damage assessment specialists from the Black Hills Chapter were impressed with the technology and pleased with the quick results. They felt that these preliminary aerial photographs would greatly expedite getting critical aid to victims who have suffered losses due to a tornado, flood, earthquake or other disaster.

## Internal/ External Web Site Changes Domain Name

The South Dakota Wing is changing the domain name it uses for its website and for its email listserv.

After evaluating the situation and alternatives, Wing Commander Col Donley made the decision to use an independent domain, rather than the using a SDWG sub-section of the national C A P . G O V domain.

**sdcap.us**

As a result, the South Dakota Wing has acquired the domain name: [sdcap.us](http://sdcap.us).

The new address of the SDWG website is:

**[www.sdcap.us](http://www.sdcap.us)**

The new address to send messages to the listserv is: [cap-sdwg@sdcap.us](mailto:cap-sdwg@sdcap.us)

South Dakota Wing members are encouraged to change their browser bookmarks for the new website address and change the email address book for the new listserv address as well.

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# SAFETY: Microwave Using Plastic Containers Maybe Hazardous To Your Health

*Courtesy of Johns Hopkins & Walter Reed Army Medical Center*

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No plastic wrap in micro

Dioxin Carcinogens cause cancer, especially breast cancer. Don't freeze your plastic water bottles with water as this also releases dioxins in the plastic according to a study by John Hopkins University and Walter Reed Army Medical Center. Dr. Edward Fujimoto from Castle hospital was on a TV program explaining this health hazard. Dr Fujimoto is the manager of the Wellness Program at Walter Reed Army Medical Center.

He was talking about dioxins and how bad they are for us. He said that we should not be heating our food in the microwave using plastic containers. This applies to foods that contain fat. Dr Fujimoto explained that the combination of fat, high heat and plastics releases dioxins into the food and ultimately into the cells of the body. Dioxins are carcinogens and highly toxic to the cells of our bodies. Instead, he recommends using glass, Corning Ware, or ceramic containers for heating food. You get the same results, without the dioxins.

So such things as TV din-

ners, instant ramen and soups, etc., should be removed from the container and heated in something else. Paper isn't bad but you don't know what is in the paper. It's just safer to use tempered glass, Corning Ware, etc. He said we might remember when some of the fast food res-

taurants moved away from the foam containers to paper. The dioxin problem is one of the reasons. To add to this, Saran wrap placed over foods as they are nuked, with the high heat, actually drips poisonous toxins into the food, use paper towels.

## WING RESPONSIBILITIES CHANGE

The new Wing staff is shaping up and changes will occur gradually as the South Dakota Wing works its way through the upcoming Compliance Inspection in late May. Recently, the wing announced the following changes effective April 1, 2005.

1. Capt Gerald Kirk has replaced S/M Barry Mercer as Wing Logistics Officer. He will handle Supply and Real Property.
2. Maj Jerry Densmore will handle Vehicle Maintenance as well as Aircraft Maintenance and additional duty as Transportation Officer.
3. 1st Lt LaVerne Hermanson is promoted and will assume command of Lookout Mountain Composite Squadron.
4. S/M Beth Hermanson has assumed the duty of the Wing Public Affairs Officer replacing Capt Michael Odle.
5. Col Mary Donley will assume duties as the Wing Professional Development Officer.
6. Capt Gary King will assume the duty of the Wing Counter-Drug Officer replacing Lt Col Dick Forman.
7. Additions to the Communications staff under Lt Col Al Nedved:  
Tam Gatje to be Licensing Officer  
Roberta Vaughn to be Wing Net Control



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## **PILOT SAFETY: Clean Wings Are Happy Wings**

*Courtesy of "Propwash"*

The first three paragraphs say it all. The statement — a 1 or 2 mm cube per Cm Sq can decrement lift by 22% — reflects a degree of impairment clearly unknown by most pilots. The professional ice-investigation community has been talking about this for some time but usually in regards to tail plane icing and loss of pitch authority — usually in "T" tail airplanes.

---

**"Clean Wings are  
Happy Wings"  
— with the  
possible  
exception  
of the A-45...**

---

Where we all become complacent is in the issue of loss of lift vs. what we habitually require from the airplane. If we lose ~ 25% of wing lift due to frost contamination it's effects have probably been masked by late rotations — higher IAS at lift-off — and operation reasonably below MTOGW.

If the operation is marginal in ground effect, it's unsat once out of it. Case in point: A check-carrying C-310 departed a field in Arizona around a month ago during a snow storm. His take-off-roll was >5,000' and he al-

## **CAP Fly A Teacher Program**

In an effort to provide teachers with the tools to excite their students in aerospace, CAP can now provide opportunities for our Aerospace Education Members (educator CAP members) in your state to participate in the CAP Fly A Teacher program.

Civil Air Patrol Aerospace Education Members (AEM), are allowed to take an orientation flight on a CAP aircraft. These would be "C-19" missions using qualified cadet orientation flight pilots, and they would provide the same information as provided in Syllabus #7, Normal Flight Maneuvers. The estimated time is 1 hour (this includes preflight description and performance, and the in-flight demonstration includes trimming for level flight; point out the stability of the airplane in hands off flight; emphasize atti-

tude flying; demonstrate use of trim controls and straight flying to a checkpoint using visual references; discuss the effects of lift, drag, and gravity on the airplane; discuss the relationship of lift, angle of attack, and relative wind; demonstrate a shallow banked turn and point out how the airplane will maintain the turn with controls neutral; explain load factor during turns; and answer post-flight questions while stressing safety).

All AEMs are going to be notified by letter about this program offering. If interested, they will contact NHQ staff to ask for help in coordinating the orientation flights. Please let us know if your Wing wishes to participate in the CAP Fly A Teacher Program.

If you'd like to follow up with NHQ's letter to AEMs and arrange orientation flights, a listing of all AEMs in your state with their name, address, telephone numbers, and e-mail (if available) can be obtained from AEM Program Manager, Claudine Sayegh. Please contact Claudine Sayegh at [claudine.sayegh@andrew.af.mil](mailto:claudine.sayegh@andrew.af.mil), or at 240-857-0166. She can send you the list electronically or in hard copy.

Civil Air Patrol NHQ has a budget to reimburse Wings that fly teachers. Reimbursement will be on a first come first served basis. For more information, please contact Claudine.

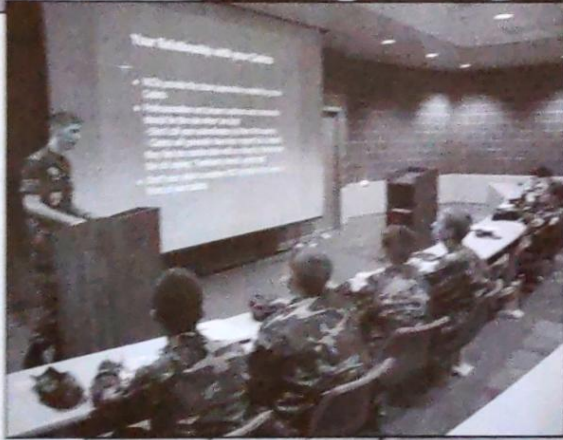
legedly was found at essentially the runway's elevation around a mile away.

The moral: "Clean Wings are Happy Wings" — with the possible exception of the A-45....

PCR folks — minus HI: Appreciate it if you'd capture the data below and pass it to your people. Jeff: HI is unlikely to have the problem but the topic remains valid in any discussion of upper-wing surface contamination or discontinuities — volcanic ash or bird droppings....

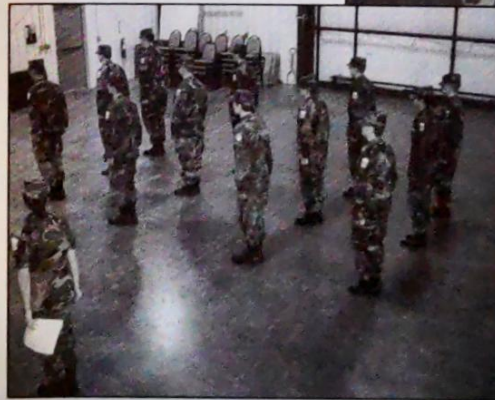
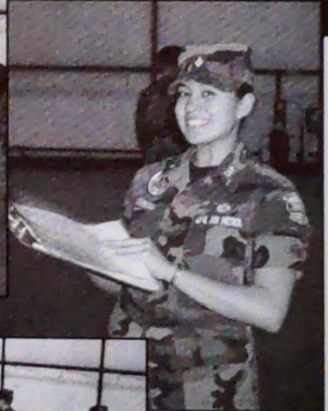


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# CAP Rolls Out New High-tech Aerial Imaging System

*By Melanie LeMay, NHQ Public Relations Specialist*

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**“... first operational airborne hyperspectral imaging system in the world.”**

---

Civil Air Patrol officially rolled out the nation's first fully operational hyperspectral-imaging system during a ceremony March 2 at the Fort Belvoir's Davison Army Airfield near Washington, D.C.

The new high-tech aerial-imaging system, dubbed ARCHER for Airborne Real-time Cueing Hyperspectral Enhanced Reconnaissance, will make CAP more effective in its search and rescue, disaster relief, counterdrug, and homeland security missions.

“To the best of my knowledge, this is the first operational airborne hyperspectral imaging system in the world,” said Col Robert Gaudette of the Air Force Research Laboratory at Wright-Patterson Air Force Base, Ohio, one of several dignitaries attending the rollout.

“CAP's spearheading such a project for civilian use is a tribute to the commitment and determination of our members,” said CAP National Commander Maj Gen Dwight H. Wheless. “It took almost four years of dedicated work to complete this project.”

Key to the process, General Wheless said, were support and

assistance provided by the Naval Research Laboratory, Air Force Research Laboratory and Coast Guard Research and Development Center. “This is the largest interagency project in CAP's 63-year history,” General Wheless said.

Also included in the ARCHER team were Gippsland Aeronautics, which provided the aerial platform for the system with its GA8 Airvan, NovaSol Corporation of Honolulu, which provided hardware, and Space Computer Corporation of Los Angeles, which provided the software.

“Using hyperspectral-imaging equipment onboard an aircraft, we can identify an object on the ground as small as one meter in size from half a mile in the air,” General Wheless said.

Wheless said the HSI sensor detects an object by looking for and identifying its spectral signature, the way the object reflects light. Airborne ARCHER operators can program the target object's spectral signature into the system in advance or, in the absence of such a signature, set the system to search for anomalies — objects significantly different from the surrounding

area. Data on possible targets that match the sought-for spectral signatures or anomalies can be processed in real time, stored and analyzed, and transmitted to ground teams. Since the system relies on reflected light, it cannot detect objects at night, underwater, under dense cover, underground, under snow or inside buildings.

“Despite these minor limitations, you can see how HSI will greatly increase CAP's effectiveness in aerial reconnaissance,” said Col Drew Alexa, director of the CAP Advanced Technologies Group. “CAP already has satellite-transmitted digital-imaging systems in place throughout the nation. We can use HSI to capture images in the air and then transmit them to the ground via e-mail in two minutes or less, using a satellite phone. With such rapid response, ground operators can quickly see if they need to redirect the aircraft or deploy ground teams to a particular location.”

Colonel Alexa said CAP will deploy 16 ARCHER systems to strategic locations throughout the nation.

*Continued...*



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## **CAP Rolls Out New High-tech Aerial Imaging System**

*Continued . . .*

The official ARCHER rollout drew CAP leaders, scientists, military officers and industry leaders from throughout the nation. Cutting the ceremonial red ribbon were: Coast Guard Lt. Cmdr. William J. Makell Jr., Coast Guard Headquarters; Dr. Thomas G. Giallerezi and Lt. Col. (Dr.) John Kershenstein of the Naval Research Laboratory; Dr. Robert Gaudette of the Air Force Research Laboratory; and CAP leaders General Wheless and Colonel Alexa.

Other dignitaries attending included: Michael Dominguez, assistant secretary of the Air Force for Manpower and Reserve Affairs; former CAP national commanders Maj Gen Richard L. Bowling and Brig Gen Paul M. Bergman; Lt Col Carl Geng, CAP Advanced Technologies Group; Al Allenback, executive director of CAP National Headquarters; and representatives from Gippsland Aeronautics, NovaSol and Space Computer Corporation.

The rollout ceremony included a technical briefing on ARCHER presented by Colonel Alexa. Afterward, attendees examined the system first-hand in a Gippsland GA8 Airvan on static display. Hosting the event for CAP was Fort Belvoir's 12th Air Battalion, represented at the rollout by Lt. Col. James Brandon, 12th AB commander, and Command Sgt. Maj. Herbert McCoy.

The rollout was preceded by two days of media flights and interviews. Media covering the event included the Philadelphia Inquirer, Washington Post, Washington affiliate WUSA Channel 9, Air & Space Smithsonian magazine and Fort Belvoir Eagle. ★

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## **101 Critical Days of Summer**

*By Capt Michael Odle and 336th  
Public Affairs Office*

Memorial Day kicks off the 101 Critical Days of Summer campaign, which draws attention to increased safety awareness until Labor Day. The campaign focuses on driving, summer recreation, and sports safety.

During the summer, people are more active, said Medical officer Lt Col Linda Buechler. "But, this is also the time when we see more injuries in our cadets."

The 101 Critical Days of Summer is a campaign to raise CAP members' as well as all military members' awareness of safety issues.

"As you begin to plan your well-earned summer vacation, remember to make safety part of your plans," said Air Force Chief of Staff General John Jumper. "Some of you are planning vacations that will include sailing, rock climbing, sky diving, motorcycle riding and other challenging activities.

"These can be fun, but they all involve risk. Even if you don't partake in risky activities, remember to stay alert on the road, and to plan your trip with breaks and rest stops included in your travel time. Almost 90 percent of our fatal accidents occur off-duty, and the overwhelming majority involves private motor vehicles.


"Every day our superb CAP members demonstrate their professionalism and training," Lt Col Buechler added. "The same standards you embrace in CAP you should at home, work or play."

The "101 Critical Days of Summer" campaign originally began sometime after the passage of the Monday Holiday Bill in 1971, when statistics showed an increase in mishaps and fatalities during long weekends and longer summer days.



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
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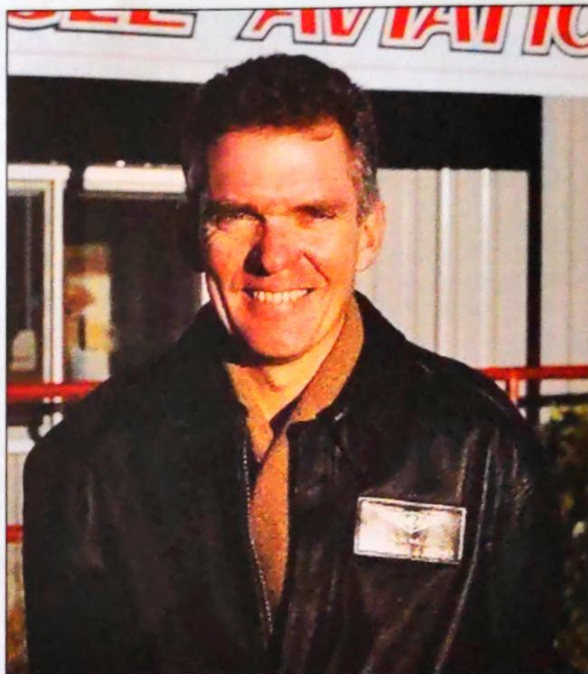
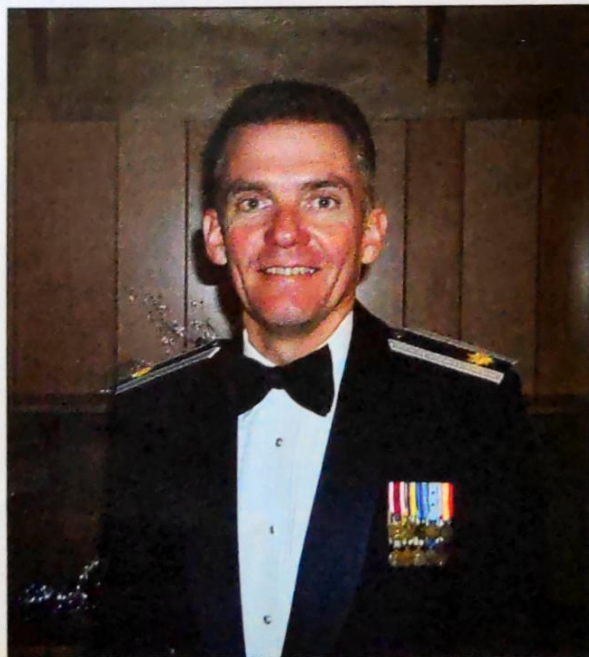
# Maj Ron Mele Earns Master CFI Rating

By G Alexander "Sandy" Hill

The National Association of Flight Instructors (NAFI) announced a significant aviation accomplishment on the part of Maj Ronald Mele, an Eagle Aviation flight instructor and a member of the Lookout Mountain Composite Squadron in Spearfish, SD on March 28. Recently, Ron was designated a Master CFI (Certificated Flight Instructor) by NAFI, his professional aviation education association.

To help put this achievement in its proper perspective, there are approximately 85,000 CFIs in the United States. Fewer than 500 of them have achieved that distinction thus far. The last ten national Flight Instructors of the Year were Master CFIs while Ron is one of only 2 South Dakota aviation educators who have earned this prestigious "Master" title.

The Master Instructor designation is a national accreditation recognized by the FAA that is earned by candidates through a rigorous process of con-



tinuing education and peer review. Much like a flight instructor's certificate, it must be renewed biennially. This process parallels the continuing education regimen used by other professionals to enhance their knowledge base while increasing their professionalism. Simply put, the Master Instructor designation is a means by which to identify those outstanding aviation educators, those "Teachers of Flight," who have demonstrated an ongoing commitment to excellence, professional growth, and service to the aviation community.

Earning this designation is tantamount to having the words *summa cum laude* emblazoned on an instructor's certificate. These Masters truly represent the *crème de la crème* of our industry! To publicly recognize these individuals and their noteworthy accomplishments, NAFI will be hosting its "Meet the Masters" breakfasts, to which Ron will be invited, during EAA's AirVenture in Oshkosh and Sun 'n Fun in Lakeland. Any support that can be provided will be appreciated.

NAFI is dedicated to providing support and recognition for America's aviation educators while helping them raise and maintain their level of professionalism. It is also committed to providing a safe and effective learning environment for student pilots. The Association was founded in 1967 and affiliated with EAA in 1995.



## A PHOTO IS WORTH A THOUSAND WORDS



South Dakota Wing officials announced the creation of a photo gallery section on its public web site.

In the gallery section members will find photos from the South Dakota Wing Drill Team competition in December and Non-commissioned Officer School in October.

"I look forward to creating more photo galleries from future events and activities," said Web Content Manager Lt Col Mike Marek.

The gallery is part of the public website as these and other images are valuable for recruiting and other promotion of the wing.

---

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## Smile, ☺ Your Picture Is Going On Your Pilot License

With passage of the National Intelligence Reform Act of 2004, the FAA is required to begin issuing improved pilot certificates within a year. The certificates must be resistant to tampering and counterfeiting, include a photo of the pilot and possibly store biometric information. The bill does not require pilots to immediately replace existing certificates with new photo certificates. Most likely, pilots would get a photo license when they add a new rating or certificate, change their address or request a certificate to replace a lost or damaged one. Also under the new law, the Transportation Security Administration (TSA) will be required to check the names of potential air-charter customers against government terrorist watch lists if an operator requests it. The new law mandates that the TSA establish a system whereby air-charter operators with aircraft weighing more than 12,500 pounds mtow can contact the TSA with the names of charter passengers to be screened against no-fly lists. The operator has the right to refuse service to any potential customer whose name shows up on a watch list.



# CAP On Cutting Edge With New Glass Cockpit Cessna

By Melanie LeMay  
NHQ Public Relations Specialist

Civil Air Patrol took delivery of its first Cessna C-182T Skylane — equipped with the Garmin G1000 glass cockpit — at the Cessna manufacturing plant in Independence, Kansas, on March 16.

CAP is ordering 40 Cessna 182s and one Cessna 206 with glass cockpits to replace older aircraft in CAP's single-engine fleet.

"It's important for CAP to use the best that technology has to offer," said CAP National Commander Maj Gen Dwight H. Wheless. "The Garmin system integrates the aircraft's primary flight, engine and sensor data and displays it on two full-color LCD screens in the cockpit. That gives the pilot greater situational awareness and makes him more effective — and safer — as he or she flies our CAP missions. Since the safety of our members is our number-one concern, we're especially enthusiastic about this new technology."

CAP owns a fleet of 550 single-engine piston aircraft strategically located throughout the United States. Most are Cessna C-172 and C-182 models that are used in a variety of aerial imaging, communications, emergency transport and reconnaissance missions.

The G1000 system includes

fully-integrated navigational and communications equipment, according to CAP National Headquarters Executive Director Al Allenback, a retired Air Force fighter pilot.

The high-wing Cessna Skylane seats four and can fly about five hours between stops for refueling. With full fuel it can carry 600 pounds of crew and cargo. The aircraft cruises at



An artist's rendition of Garmin's G1000 glass cockpit. Civil Air Patrol is ordering 40 Cessna C-182 Skylanes and one Cessna C-206 outfitted with the new high-tech cockpit.

"Glass cockpits are the future," Mr. Allenback said. "Safety, reliability, and situational awareness are all enhanced. Personally, I prefer instrument flight with the glass cockpit because the cross-check and trend information are all presented on one multifunction display."

CAP will celebrate delivery of its first glass cockpit-equipped Skylane on March 16. CAP and Cessna leaders will gather for the official transfer of keys at Cessna's single-engine aircraft manufacturing plant in Independence.

approximately 155 mph. CAP members use the Skylane for search and rescue, disaster relief, counterdrug reconnaissance, and homeland security missions. Its features allow CAP to fly "low and slow" for aerial imaging.

CAP frequently uses the C-182 as a platform for missions requiring satellite-transmitted digital imaging. In those cases, the Skylane's interior layout accommodates the crew and equipment necessary to take digital photos from the air and transmit them immediately via

*Continued . . .*





## CAP On Cutting Edge With . . .

*Continued . . .*

satellite phone and laptop to personnel on the ground. CAP used this system to transmit more than 1,000 photos from Cessna aircraft last summer to support relief efforts after four major hurricanes swept the Southeast. The Florida Emergency Management Agency relied heavily on CAP imagery to determine where to send emergency responders. All of CAP's new C-182s will come equipped with this high-tech satellite-transmitted digital-imaging system.

Cessna officials said the company is pleased to be part of an ongoing partnership with the CAP. Jack J. Pelton, chairman, president and CEO of Cessna Aircraft, remembers that CAP took delivery of its first Independence-built Skyhawks back in August, 1997 — just over one year from the grand opening of the Cessna Single Engine facility.

"We are proud to be able to provide CAP with safe, reliable aircraft to accomplish their often times life-saving missions," Mr. Pelton said. ★

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New Instructor Pilot, Check Pilot and Mission Check Pilot designations have been posted to the Operations page of the Web site <http://www.sdcap.us/>. These supersede prior designations so need to be printed and filed according to the distribution list.

A newly updated wing calendar has been placed on the SDCAP.US website, in the Intranet section.

Additionally links to the Intranet page for subscribing to the wing's "new" listservs, CAP-SDWG-Pilots and CAP-SDWG-Cadets.

Everyone should be subscribed to the original listserv, CAP-SDWG for general or "all members" information.

Members may subscribe to the Cadets and the Pilots lists, for specific information on those categories.

### TIPS FOR LISTSERVES:

- ◆ The best way to send information is in the body of your email message, including pasting it in from other documents.
- ◆ Listservs are not really designed for sending attached files.
- ◆ Messages with such attached files often are held for review, because they are larger than the default allowed by the system.
- ◆ If you have a large file you wish to distribute, send it to Web Content manager Lt Col Mike Marek and he will place it on the website. A short message can then be sent to the relevant listserv notifying people where they can find the file.



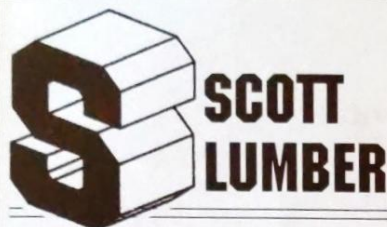
Congratulations Captain Kirk from Lookout Mountain Composite Squadron on his promotion!



The new CAPM 39-1 is now online! [http://level2.cap.gov/visitors/member\\_services/publications/indexes\\_regulations\\_and\\_manuals.cfm](http://level2.cap.gov/visitors/member_services/publications/indexes_regulations_and_manuals.cfm).







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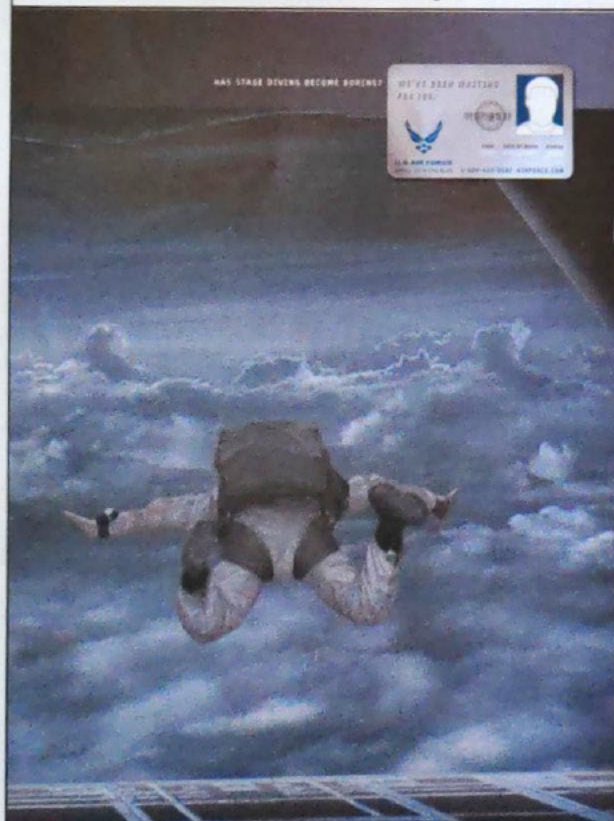
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