



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



4 August 2016

Operations Newsletter

August 2016

Upcoming Activities

Wing Level Exercise

On 16-18 September 2016 The Illinois Wing will be conducting a Wing Level Exercise. This year the activity will be what is referred to as a Guided Training Exercise. What this means is the Air Force will be there and watching how we operate and execute the mission, but they will not be evaluating.

We will need everyone to come out and participate. The Mission Base will be in Bloomington. The location is fairly central to attract members from throughout the Wing. A message from the Wing Commander and then a sign up will go out soon.

Group Mid-Level Exercises

We have three Groups who will be hosting a mid-level exercise between now and the end of the fiscal year. Group 1, Group 2 and Group 3. The end of the fiscal year is September 30th, so look for the announcements soon.

ILLINOIS WING Aircraft Selected for Diesel Conversion

From Col Scherer:

I wanted to pass on some great news! Lt Col Baron passed on a request from national that I didn't think we could pass up. After discussions with Operations and the Region Commander, we all agree with the proposal and I wanted to pass on the news.

Our GA8 has been selected to complete a conversion to a diesel power plant. This aircraft will be used for certification of the new diesel conversion and will be the first in the US with this capability. We will be the test bed for the new conversion and will include a new engine, engine controls and propeller. Also included in this conversion will be all new seats. So once the conversion is complete, we will have a new aircraft in our fleet.

By converting to diesel, we will now be able to use Jet-A fuel, which is lower cost and more efficient. The new engine will also produce more horsepower and because Jet-A is lower density than gasoline, we should have more useful load. It is expected that the conversion will take

approximately 6 to 8 months. During that period region is working to get us a replacement aircraft.

So new engine, more capability and new interior; who could pass up that deal. Again, it also looks like we may receive a replacement aircraft for use while it is in the shop. It is a win-win-win. If the timing works out, we should get the GA8 back in late Winter or early Spring. This means it should be ready for the upcoming flying season.

I am very excited about this project and we will need all GA8 pilots to become familiar with the changes, the new powerplant and operations. Since we will be the first aircraft with this capability, it is expected that pilots will provide feedback on their flight operations. More details will be coming out as the conversion nears completion.

Congratulations to the Illinois Wing on leading the way!

A big thanks to Lt Col Baron, Lt Col Long and Col Phelka for their support and assistance.

The vendor has requested no posts to social media regarding this project. Thank you.

ILLINOIS WING CADET IS 2 MILLIONTH YOUNG EAGLE

The Palwaukee Composite Squadron's very own Cadet Lt Col Jodie Gawthrop was selected as the 2 Millionth Young Eagle to fly in that program. As the 2 millionth Young Eagle she was flown by none other than Harrison Ford. Congratulations to C/Lt Col Gawthrop, on her recent promotion and selection as the 2 millionth Young Eagle. Gawthrop also was awarded a scholarship which she can use to fund her aviation training. Way to also represent CAP in the photo. Well done!



Receipts in WMIRS

This was already sent to Pilots, Commanders and ICs, but I want to highlight it again for all. When we fly sorties or drive vehicles at times the refueling covers multiple sorties. Our Air Force Auditors have had questions. As an example, pilot X flies a 0.3 sortie to an airport where he then conducts 2 O flights. After another 0.3 sortie back to the home airport he refuels. That's about 3 hours of flying, but if we just put it under the last sortie, it looks like we used 3 hours worth of fuel for a 0.3 hour flight. So to clarify the refueling, they have asked that we annotate on the receipt the sorties covered for the refueling. It still gets uploaded under the last sortie, but the notes on the receipt covers it. Also please make a note in the remarks section of the debrief in WMIRS. This also applies when the pumps are closed after the sortie and you refuel the next day. Make a note in WMIRS and then a note on the receipt. "See WMIRS Debrief for date discrepancy." These same rules apply to Ground sorties.

Thank You to Michigan Wing

Lastly I wanted to thank our friends from the Michigan Wing. Their 182 tow ship was sent to Casey for the 100-hour inspection during the National Glider Academy. When the inspection was completed they allowed us to use the aircraft as a glider tow ship during our summer encampment. The use of this aircraft was key to the success of our Summer Encampment Glider O Flight program. We've all hear Col Scherer speak about One CAP, and this is a prime example. Our hats are off to our friends in Michigan.