



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



5 September 2016

Operations Newsletter

September 2016

Upcoming Activities

Wing Level SAREX

The Wing Level SAREX is set for 16-18 September at the Bloomington Airport. If you have signed up we look forward to seeing you there. If you haven't here's the link. [WLE Sign Up](#). If you don't get a chance to sign up and still want to participate you are welcome to show up and do so. The main day will be Saturday. Hotels in Bloomington are booked, but there will be cots available in the old terminal where we are operating. I'm still waiting to hear about tent camping at the site. Reporting instructions will be sent out this week.

Group 22 Fall SAREX

The Group 22 Mid Level SAREX will be held this fall at a date to be determined. The location will be at the Lake In The Hills Airport (3CK). All are welcome to participate. Details will be coming soon from Group 22.

Operations News

Upcoming ICS Classes

Incident Command System Classes

ICS 300

October 26, 27, & 28, 2016 (you must attend all three days)

8:30 AM to 4:30 PM each day

St. Charles Fire Station 1

112 N. Riverside Ave. St. Charles

(Enter on north side of building off State Ave.)

ICS 400

November 9 & 10, 2016 (you must attend both days)

8:30 AM to 4:30 PM each day

St. Charles Fire Station 1
112 N. Riverside Ave. St. Charles

(Enter on north side of building off State Ave.)

Sign up sheet attached to the email.

O Flights

We have received what may be our last bucket of funding for FY 2016 O Flights. Great job this year. Looks like all remaining funding is spoken for. Having flown these many times there is always something to see on an O Flight. On one recent flight out of Schaumburg Airport cadets were becoming experts in watching for other traffic. In this case it was a hot air balloon, our second sighting for these flights.



Cadet Flemming from Woodfield Composite Squadron keeps an eye on a hot air balloon as he flies around it.

Flying Lesson Learned

“There I was...”

Took off on my flight south and after a short while noticed that only the left tank was feeding. No problem, “but keep an eye”. Pretty soon, I was developing a substantial fuel imbalance, right tank not feeding at all and left tank down to 25 gallons. I waited until I was over an airport with PLENTY of concrete and cautiously switched the fuel selector to ‘RIGHT’. Holding my breath and reviewing the BF I waited but the engine never skipped a beat. After a while, it still looked like the RT wing wasn’t feeding, but engine still running. So, now I’m thinking it’s a gauge/fuel sensor issue (Brand new G-1000 out of the factory with 15 hours on it). After what seemed like eternity, I finally saw the right tank was feeding. Whew! OK, continue the flight and monitor. Landed at SAFB uneventfully.

After my meeting, I did another preflight and when I climbed up to check the fuel, I noticed that the rubber gasket on the fuel cap was not seated properly (it was half hanging out on one side). I reseated the fuel cap, switched back to both and tanks fed fine all the way home. So... what happened?

The improper seal of the fuel cap caused the pressurization to escape, thus, the left tank was pressurized, right unpressurized – no rocket science to figure which tank would feed. After switching to RIGHT, the right tank was happy to just gravity feed. After landing at KDPA, I had to talk to a mechanic about another issue and he said the same thing happens if you end up in ice and that little fuel vent ices over. He said that’s why they hide them behind the wing strut – to help prevent ice, but occasionally, they do ice over.

Lesson learned – check those seals twice when seating the fuel cap and don’t fly in ice!

Submitted by Geoff Biedermann