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NorCal Group 5

Commander's Corner

*Dennis Parham, Group 5
Commander*

Here it is the beginning of a new year already! I wish you all the happiest of Happy New Years and hope that your holidays were full of joy and love.

As we embark on this new year of activity in the Civil Air Patrol, I would like to ask all of you to rededicate yourselves to give the very best you can give to this organization. 2002 promises to bring many changes, large and small, to the way we conduct business and the way we support our communities.

The nation still reels from the effects of the September 11 attacks and the warfare that takes place still in Afghanistan. As our national leaders decide the shape and purpose of the Homeland Defense concept we can expect our role in it to be an important one.

As we embark on this new year of activity in the Civil Air Patrol, I would like to ask all of you to rededicate yourselves to give the very best you can give to this organization.

I believe we can expect a much closer relationship to the Air Force than we have experienced in recent years.

I have high hopes that our value to the nation will be recognized at the uppermost levels of the national and California legislature, which would lead to better funding and more



training opportunities.

My thanks go out to you all who have so willingly dedicated yourselves to the missions of CAP in the past and sacrificed time with your friends and family to serve.

Semper vigilans!

From the Flight Deck

2Lt. Jeff Huber, Aircraft Manager

N5524H Back in Service

The 182 is finally back in service. It has flown approximately 10 hours through the break-in and will continue to need breaking in.

The aircraft is consuming about 1 to 2 quarts of oil per 5 hours of flying and needs to be monitored closely by all pilots. The oil that is being used is a **Mineral Oil, 20W 50** and ALL pilots need to watch this closely. DO NOT put standard oil in the engine until break-in is complete. The lack of, or the

significant decline in, oil consumption usually verifies break-in completion.

Please, when purchasing gasoline, order 2 quarts of mineral oil so that we will have ample supply to get us through.

Tighten That Pattern

When I learned to fly in 1973, I was taught to fly nice square tight patterns at ALL airports, controlled and especially uncontrolled fields.

Now some 29 years later, I notice how pilots seem to be capable of screwing up pattern flying without any federal assistance at all and the problem seems to be getting worse every year. Some pilots I guess get complacent about leaving, entering, navigating through, and finally

landing with good judgement.

Bluntly, tight patterns are more efficient and, by degree, safer because aircraft on the ground can actually see airplanes in the pattern rather than guessing where they are based on vague radio calls.

Try these idea's next time you fly your proficiency flight:

1. Enter the airport traffic pattern **AT** not above or below the TPA.
2. Keep your downwind leg within ¼ mile of the intended runway.
3. Apply carb heat, pull the power to idle and start the turn to base when your downwind intersects a 45 degree line from the runway numbers or the point of intended touchdown.
4. Make note of your DG and keep your pattern square

DO:

- Keep the pattern as tight as practical. Airspeed is critical.
- Use every turn from downwind to base as an airspeed control exercise.
- Truly learn to spot land without power.

DON'T:

- Always drag it in from a mile out.
- Be intimidated by pattern bullies.
- Make a fool of yourself on Unicom by calling out vague positions.

Aircraft Rental Rates Modified

Effective immediately, the aircraft usage fees will be charged as indicated.

Contribute to the NorCal Group 5 Newsletter

We are interested in receiving articles from you on topics that you feel will be of interest to all Group 5 members.

You may submit articles and pictures (if available) either electronically or by regular mail. Electronic formats for articles should be in Microsoft Word format, or compatible. Electronic photo submissions should be sent in JPG format. Send electronic submissions to Steve Taylor, Group 5 Public Affairs Officer at SJTEntrprs@aol.com.

If by regular mail, send photos in a protected envelope and provide your name and address for return. Mail documents to Steve Taylor, Public Affairs Officer, at the Group 5 Headquarters address.



WET Rate: \$55.00 per hour due and payable at the time aircraft is used. Fuel receipt must accompany your check for the difference.

WET (Block) Rate: \$50.00 per hour will be charged from your cash account. Fuel receipt must be submitted in the same manner as above. Minimum opening cash account balance of \$250.00 is required.

There will be no billing for flights. Any pilot delinquent over 30 days will be grounded until account is paid.

Common Sense Leaning Guidelines

Part 2 in a series

2Lt. Jeff Huber, Aircraft Manager

Peak EGT

Peak EGT occurs when air and fuel are present in precisely the correct chemical balance. The greatest heat release occurs at this mixture setting, and as a result CHT is prone to be high.

The power delivered to the crankshaft is less than at peak-power EGT, because the amount of gas involved in combustion is less and combustion is shifted late.

The chief advantage of operating at peak EGT is increased fuel economy. Specific fuel consumption (lbs/hr/hp) at peak EGT is on the order of 20% lower than at best power.

A secondary benefit of peak EGT combustion is that it leaves very few

combustion by-products. The oil remains uncontaminated for a longer period and the combustion chamber, including spark plugs, will tend to stay cleaner, longer.

Unfortunately, exhaust system temperatures as a whole are high, and detonation protection is at it's lowest at peak EGT. Both factors can be important for high output engines.

When in doubt, use the new engine analyzer, and all should go well.

Fly Safely!

Group 5 Web Site

2Lt. Steve Taylor, Public Affairs Officer

If you haven't had a chance to look through the Group 5 web site, you're missing out on a useful "resource" for yourself.

There are several CAP web sites available to us with many resources in each. Although useful, this can be very overwhelming, particularly for new members, when trying to quickly locate forms, information, or events.

I have attempted to consolidate the access links to many of the more regularly used features of these sites in an area called the "Resources" page on the current Group 5 web site.

This feature will be called "Member Resources" on the new site, due out in late January.

This page is designed to save you valuable time on the web by

Coming Events

January (date TBA)

Group 5 - 2002 Planning Meeting

All Squadron Commanders – bring your preferred dates for Cadet O-Ride scheduling.

January 12

Level 1 Training

Group 5 Headquarters
Sacramento, California

February (date TBA)

Red Cross CPR & Basic First Aid Training

Group 5 Headquarters

February 9-10

Squadron Commanders Course

Group 5 Headquarters

May 17-19

SAREX

Auburn Squadron 92

July 19-21

High-Altitude SAREX

Redding Squadron 126

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providing quick and direct access to areas that are sometimes nested inside these sites.

Areas such as Forms, Regulations, Manuals, Pamphlets from the National CAP site and the site hosted by the Mississippi Wing.

Access to the WMU and the e-Business Services. The CAP Bookstore (the catalog is also available for download), The Hock

Shop, and the Supply Depot to handle all your purchasing needs.

And in addition to the National, Region, and Wing web sites, you can go directly to all the web sites hosted by Group 5 Squadrons.

The web site is being designed as not only a way to communicate information, but also as a tool for you to use in conducting your business in CAP.

With a new site now in development, your feedback and suggestions are most welcome, as this is a tool for you!

One more update – if you would like a copy of the Pilot's Manual to the new JPI Engine Analyzer that was recently installed in N5524H, you can download it from the Home page of the Group 5 site - check the December 30th news entry.

Group 5 Staff

Maj. Dennis Parham
Commander

Capt. David Strannard
Deputy Commander

Maj. Kathryn Mark
Administration

Maj. George Dawson
Chaplain

2Lt. Curtis Hensley
Logistics Officer

2Lt. Jeff Huber
Aircraft Maintenance Officer

1Lt. Bill Slavensky
Asst. Aircraft Maintenance Officer

2Lt. Mark Naber
Management Information Officer

2Lt. Steve Taylor
Public Affairs Officer



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To:



