

CAPREPS

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Squadron meeting for October will be Monday 6th. At 1900 at 7:PM
An interesting program is scheduled for this meeting. Have you ever wondered what it is like to be an Airline Captain? or a Military Pilot?; or a full time professional Flight Instructor? Come to the meeting Monday night and hear directly from members who are doing those jobs. Steve Leonhardt is an AirTran Captain, Mike Shu is an Air Force Reservist and is assigned to our squadron, and Kerwin Day is a Professional Flight Instructor at Peachtree DeKalb Airport. Each of these long-time CAP members will describe the activities in a typical day on his job.

FROM THE COMMANDER. Welcome Home Major Tim Lemmon. Tim has recently returned from active duty with the U.S. Navy in the Middle East. We and his family are delighted to have him safe and sound back home. Thank you, Tim, for the sacrifice you made to serve your country. It was good having you back at the squadron meeting last week.

Congratulations to Senior Members Frank Murphy, Susan Murphy and Sandy Thomas on their recent promotion to officer status (2Lt). We are delighted to have these new members in our squadron and look forward to serving with them in the years ahead.

Captain Steve Elks will be relocating to South Carolina effective 1 September due to a job transfer. Steve has served as Atlanta One Personnel Officer for several years, is a qualified air crew member and has been a consistent participant in squadron activities. Steve has been a real asset to Atlanta One and will be sorely missed. We wish Steve and his family the very best in their relocation and his new position.

MIMS – Member Information Management System data will be used to determine the distribution of training funds to the Wings for Fiscal Year 2004. The formula for distribution is heavily weighted by the number of Mission Pilots and Observers in each Wing. Therefore, it is very important that Georgia Wing members insure that their data in MIMS system is accurate and up to date. If you have not already done so, please go to the CAPNHQ web site and update your Pilot and Emergency Services date. Go to the e-services section of the web site and click on the QUAL/CERT option on the left side of the page. There will be instructions on the left side of the page to guide you through the update procedure.

SQUADRON WEBSITE. by Don Hamrick. Atlanta One has a new website and a new address. The new address is <http://home.earthlink.net/~serga003/> Please take some time to look at it. Staff members have the option of a page dedicated to their staff position and the ability to have a link to an email address posted on the web site. Any comments or questions should be directed to Don Hamrick at dshamrick@earthlink.net

ANDY ZIMMERMAN lecture at Fernbank. Andy was selected to present a lecture in the Century of Flight lecture series at Fernbank. The title of his presentation was

"Aeronautics: The New Industry of the 20th Century" The Wright Brothers' Achievements in Aeronautical Science and Engineering." Andy is a 1980 graduate of Georgia Tech in Aerospace Engineering, a former USAF C-130 pilot and Lockheed flight test engineer. He now practices as an independent professional engineer. Andy holds an ATP pilot certificate, has almost completed the requirements for Certificated Flight Instructor (CFI) and is Safety Officer for Atlanta One Squadron.

FOURTY FOUR YEARS IN CAP. At the recent Squadron meeting, Commander Coats presented an award to Bob Logan, commemorating Bob's forty four years of activity in Civil Air Patrol. Bob has served in many positions in CAP, including Squadron Commander, Wing Deputy Commander, Wing Chief of Staff, Director of Operations etc. Bob presently holds ratings as Check Pilot, Mission Check Pilot and Incident Commander.

PROPER USE CAP RADIO-Ed Hotchkiss. In CAP, we use either a call sign that is issued by the wing or Tactical call assigned for mission or SAREX. We never use personal names as call signs. Use the Full or Formal Call. It starts with call sign of the station being called, followed by the prowords "THIS IS" followed by your call sign and the proword "OVER". i. e. "Georgia CAP TOO SEVEN, THIS IS CAPflight NIN-ER TWENTYSIX, OVER," The reply : "CAPflight NIN-ER YWENTYSIX, this is Georgia CAPTOO SEV-EN, OVER" If the station called hasn't responded to the second call "STATION NOT HEARD, THIS IS CAPflight NIN-ER TWENTYSIX< OUT>"

FULL FLAP LANDINGS – EVEN IN CROSSWINDS by Bob Logan (From FAA bulletin #8.) The use of full flaps for landing has been debated ever since the first set was installed on an airplane. Many pilots feel that a no-flap landing is easier. If that's true, why teach full flap landings? The answer lies in what happens as the aircraft stops flying.

Flaps increase both lift and drag. The greater lift results in a lower stalling speed, permitting a lower touchdown speed. Landing at a lower speed gives better directional control once the aircrafts wheels make contact with the runway. If a swerve develops upon touchdown or during the rollout, the resulting centrifugal force works against the pilot. It increases "as the square of the speed" at which the swerve started. In summary, It is best to use full flaps, even in a crosswind, but if the pilot does not feel competent to handle the situation, there is no problem with using partial flaps in a crosswind condition.

KEEPING IT HOLY. The Chaplain's Corner. The Lord doesn't mince words when discussing the Sabbath. He included it among His most important instruction to His people, the Ten Commandments: *Remember the Sabbath day by keeping it holy.* But how, you ask, can you make Sunday a holly day in the midst of life's distractions? Dr James Dobson suggests we start by unplugging the phone and computer, and turning off the television. Begin the day, and each new activity with prayer. Join fellow believers at church. Light a candle as a reminder of the One who is the light of the world. By respecting the Sabbath, you will discover a holy, healing calm that will revive you and your entire family.