

QUICK COURSES!

- - **POD** - How should I calculate it and what does it mean?
- - **Form 108's** - How can I accelerate my reimbursement?
- - **Triangulation** – How does it work, and what are the common errors?
- - **Past Accidents** – Why, how hard are they to spot, what we can learn?
- - **MMU** – What is it, why should I know how to use it?
- - **ICS** – How does it work, why use it, why are there so many forms?
- - **UTM** – Why must we know this, is it really this simple?
- - **Wing Null** – You mean I can DF effectively with my own airplane?
- - **Stealth Radio** – Why didn't anyone tell me this cool stuff before?
- - **Reporting** – What are the most common “I found it” reporting errors?
- - **Panel-mounted GPS** – That's why I couldn't get it to display my grid?
- - **Handheld GPS** – I'm not the only one who didn't know all these tricks?
- - **Other** – What little nagging questions do I have?

Form 108 – Get Reimbursed Quickly

- **DO:**
 - Inform IC whether you will file a 108 (mandatory for Corp A/C!)
 - Fill out all fields and include CAPID in name field
 - Match 104/109
 - Include original receipts and ensure car gas claims are reasonable vs miles driven (tape over text in lower left)
 - Sign the form
 - Keep a copy of form and receipt
 - Mail it within 5 days (find out where before mission is concluded)
- **DON'T:**
 - Forget to sign in car at the beginning of a mission
 - Mix air and ground expenses on one form
 - Use an old version of the form (DO download from cawg website)
 - Use the local aircraft rate (DO use the National 173-3 rate)

UTM (Universal Transverse Mercatur)

- WHY? IT'S EASY TO USE!
- Used primarily by Search and Rescue Teams
- Square grids (smaller than our lat/long based grids)
- Metric-system based (major grid 1 km/side)
- Check datum (usually WGS 84, NAD 27)
- It's easy to immediately estimate position
- Remember:
 - ACROSS THEN UP!
 - Only 6 digits (3 across, 3 up) – 100m resolution

Stealth Radio – Tricks, Tips, and Traps

- High/Low Power (normally left on low)
- Five Options Across the Top
 - Normal/Selective = You normally want NORMAL or you will ONLY hear the selected repeater!
 - Route-Around = YOU WANT OFF!
 - 2 buttons to activate and program scanning
 - Backlight
- Can be mobile unit with magmount and cigarette lighter adapter (wires wrapped carefully, etc)
- To power up, security line must receive 12V

Airplane GPS – Tricks, Tips, and Traps

- **BIGGEST TRAP!** Pulling up grids – You **MUST** tell the GPS which sectional to reference (NOTE: Planes here from SFO, LAX, & LMT) or grids won't show up
- Allow “dropping of bread crumbs” but watch for buffers filling up (older units stop recording)
- Know how to zoom in/out and use this feature
- Learn “MOB” function to allow recording present position (ELT hunts, wreckage spotted, etc)
- See <http://www.squadron68.org/public/hp>

Handheld GPS – Tricks, Tips, and Traps

- Check set-up (nautical miles, etc)
- A handheld unit can be taught about grids by programming the corners (min. 2 opposite corners) then setting up a route between them
- Allow “dropping of bread crumbs” but watch for buffers filling up (newer units drop oldest points)
- Learn “MOB” function to allow recording present position (ELT hunts, wreckage spotted, etc)...often same function to preprogram waypoints
- Some units require motion to determine direction
- Must carry extra batteries