

Carolina WingSpan

The Official Newsletter of the *North Carolina Wing*



Civil Air Patrol August 2011
U.S. Air Force Auxiliary

International Cadets Visit NC Wing

North Carolina Wing, Civil Air Patrol hosted six international guests and one escort as part of the International Air Cadet Exchange Program (IACE). Cadets from Canada and New Zealand traveled across North Carolina visiting CAP units in Raleigh, Burlington, Elizabeth City, and Cherry Point. The group also toured the US Coast Guard Air Station, USMC Cherry Point and USMC New River military bases. A visit to the NC Zoo, the Wright Brother Memorial and Durham Bulls baseball game were also a part of the International Cadets 10 day stay in NC. Many thanks to all the Units that made this a great trip for our international friends.

Lt. Col. Lucy Davis



NC State Senator Rick Gunn and NC Wing Commander Roy Douglass with Presentation Flag



Sen. Gunn flanked by IACE Cadets and Their Escort



NC Crime Control & Public Safety Secretary Reuben Young (Center)–flanked by IACE Cadets and Escort. Deputy Secretary CC&PS Gen. “Rudy” Rudisill -Far Right.





For an explanation of this strange-looking wing attachment watch for the Special Edition: Hurricane Irene, coming soon.

EDITORIAL NOTICE: Content from the many submissions from Hurricane Irene is not included in this issue. A Special Issue of Carolina WingSpan is in the works and will be available shortly!

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Carolina WingSpan is published under the direction of:

NCWG Commander - Col. Roy Douglass
 NCWG Vice Commander - Lt. Col. John Kay
 NCWG Chief of Staff - Maj. Andy Wiggs
 Office of Public Affairs:
 NCWG Public Affairs Officer, Capt. Don Penven
 dpenven@ncwg.cap.gov
 NCWG Deputy PAO Maj. James Williams
 JPBTW@carolina.rr.com
 NCWG Deputy PAO Maj Conrad D'Cruz
 conrad.dacruz@netswirl.com
 NCWG Deputy PAO 1st Lt. Larry Mathis
 larrymathis@northstate.net
 NCWG Deputy PAO 1st Lt. Carey Cox
 carey.cox@gmail.com
 NCWG newsletter "Carolina WingSpan" editor -
 Capt. Donald Penven
 Send submissions to:
 carolina.wingspan@ncwg.cap.gov
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NC Wing Honored at CAP National Conference

More than 600 Civil Air Patrol participated in the annual CAP Conference in Louisville, Ky., as the all-volunteer U.S. Air Force Auxiliary began its observance of 70 years of service to America.

CAP officially celebrates its 70th anniversary on Dec. 1 of this year, but got started early at the 2011 Annual Conference and National Board meeting Aug. 17-20 at the Louisville Marriott Downtown. The theme of the conference was “Civil Air Patrol: Celebrating 70 Years of Service.”

Those members attending were offered 60-plus training seminars, and many of these courses focused on new CAP technology, such as operation of the auxiliary’s new Geospatial Information Interoperability Exploitation Portable go-kits, which feature self-contained communications equipment and other hardware that allow for real time or near-real time full-motion video, digital imagery and in-flight chat capability. The training seminars targeted topics of interest to members, such as chaplain service, cadet programs, finance, disaster relief, homeland security, communications, safety, aerospace education and public affairs.

During the awards ceremony, four NC Wing members were honored for their work in their chosen specialties:

Lt. Col. Phil Saleet – National Historian of the Year

Lt Col David E Crawford and Col. Edwin Lewis: Incident Command Staff Member of the Year

Capt Michael McCoury, National Safety Officer of the Year

Col. Roy W. Douglass, Commander of the NC Wing received The Paul W. Turner National Safety Award on behalf of his command. “The Turner Award represents the Best Safety Program in the Nation. North Carolina won this award in 2009 and has since won the Middle East Region Turner Safety Award two years running,” Douglass said.

The Burlington Composite Squadron was awarded the “Unit of Distinction” award.



Carolina WingTips

HELP WANTED: NC Wing members to begin training as a Public Information Officer. If we have learned anything so far as a result of the visit to our shores by Hurricane Irene, the NC Wing needs more trained PIOs. PIOs serve at the pleasure of the Incident Commander for each regular CAP Mission: Practice (SAREX) and Real World. Basic PIO requirements include the same ICS classes as many Emergency Services assignments. At present, you do not need to be a PAO—but it helps. In fact—this requirement may become a reality sooner than we think.

Talk to your unit personnel officer about becoming a PIO.

CAP Ground Team Personnel

Here is an educational activity coming to the Williamston area (eastern NC) the end of September called SAR TREK 2011. Here is the website for this event: <http://sartrek-nc.com/home> They also have a facebook page up: <http://www.facebook.com/pages/SARTREK-2011/204205279627723?sk=wall>, which has also been linked from the NC Wing and NC Wing ES facebook pages.

Anyone that is able to attend, and has any sort of Ground Team qualification, especially Ground Team Leader, is strongly encouraged to attend. The more of these types of activities that are attended, and the more exposure we have to other members of the SAR community, means the more likely we are to respond to other SAR-related missions.

With the coming reorganization of the Dept of Crime Control and Public Safety and the Civil Air Patrol Division into the Department of Public Safety and CAPs integration with the Division of Emergency Management, the Search and Rescue 'sandbox' in North Carolina is going to be changing and CAP has to be aggressive in upgrading our (missing person) SAR skills and association with civilian SAR agencies.

I personally know two of the instructors (going back some 20+ years), and they are very high-speed.

I hope to see many of you there.

This activity is listed in the NCEM TERMS system and may be eligible for meals and lodging reimbursement.

Donald A Beckett, Lt Col, CAP
Disaster Relief Officer, MER-NC-001



Carolina WingSpan Continued ...

Non-Distress *Find* at Winston-Salem Airport

Monday night I was informed that an ELT was going off at the Winston airport. After confirming that it was so with Landmark I called the Air Force Rescue Coordination Center (AFRCC) and found they did not have a mission going. I called GSO approach and they had received reports from airliners and forwarded the info to ATL Center, which had not forwarded it to AFRCC. AFRCC indicated this was common. They need two independent reports and then they first try to get the airport to find and silence an ELT. We had a cadet ES training activity going on in Winston at the time and two in the small group were current UDF.

We initiated a UDF team under the monthly training mission number and they picked up a 243.0 signal right at the meeting place. Two military helicopters had been seen on the field so the team proceeded to Landmark and were able to talk to the pilots. They said they had heard the signal at about noon and checked their own aircraft. It was not from them. I asked them to call AFRCC and report it. Later I called AFRCC and they queried ATL and with the military pilot reports they had two confirmations. They then tried to get Winston airport, which by then was closed. Landmark had one lineman on duty and he was very helpful. Eventually AFRCC issued the mission number.

The team including the Landmark lineman first searched a hangar on the NW side but it was only a strong reflection. The signal was now sounding more like 121.5. Next they searched the SE side where it was also strong and the team was able to isolate it to one T hangar. The hangar was locked and AFRCC agreed to wait until morning to finish since there was no way to determine and contact the owner.

The next morning I was able to get the name and phone number of the occupant of the hangar and was able to reach him on the phone as he was driving to the hangar. I stayed on the phone while he checked 121.5 on the radio in the Cessna that was in the hangar and he confirmed a signal. He then examined his ELT. As soon as he switched from Auto to off the ELT signal stopped. He said he had flown midday on Monday and afterward had cycled the three way switch on the ELT to be sure it was on Auto. For whatever reason it was triggered on. He did not check on 121.5 to see if it was transmitting, however. So the moral of the story is to check and see if your ELT is transmitting before you shut down. You might also discover someone else's ELT going off and we can mount another mission.

Thanks go to 1st Lt Dennis Bissell of NC-022, C/Maj Josiah Gourley of NC-082 and also to Mr. Terry Whitcomb of Landmark who together made short work of it. 2d. Lt Leslieann Gourley also helped by driving her son.

This is a non-distress ground find for the UDF team.

Bill Hawke, Lt Col, CAP
Commander, MER-NC-082 and IC

PAO Study Guide is For Cadets Too

To all: Please forgive my oversight. This HOW-TO study guide is for the entire NCWG membership and I failed to mention that cadets are welcome to participate.

Please register with the following information:

Name, Rank, CAPID

Unit name, Unit Number

Send a fresh e-mail to me with this information.

You will note that the program includes 6 lessons. The navigation bar shows 7 lessons. The last one is the answer sheet.

Since this website went live, more than 60 visits were logged in the stats counter.

<http://ncwg-pao-studyguide.donpenven.com>

GO FOR IT!

Donald S. Penven, Capt, CAP
MER-NC-001 PA



**AEROSPACE EDUCATION and ROCKET DAY
GROUP # 2**



**SATURDAY OCT. 22, 2011
AT
51NC FIELD OF DREAMS AIRFIELD
IN
ZEBULON NC**



Attn. Great news. Franklin County Composite Squadron (NC-145) will host the Group # 2 event again this year. On Friday night they will have a camp out with a big bonfire and food with marshmallows. so bring your sleeping bags , tents or whatever , and be prepared to have a lot of fun.

These events are open to any and all CAP members

All A/E/Os and or Commanders of Squadrons that wish to participate should contact 1st Lt. Brian Cail (bcailmail@gmail.com)
We will furnish the rocket engines, Prizes, Certificates and launch equipment etc..

**James P. Williams-Major CAP
Director of Aerospace Education**

AEROSPACE EDUCATION and ROCKET DAY



SATURDAY SEPT 10, 2011
AT
Rocky Mount-Wilson AIRPORT (RWI)
and

SATURDAY OCT.29, 2011
AT
STATESVILLE NC. AIRPORT
and

SATURDAY OCT 1, 2011
AT
CAPE FEAR REGIONAL JETPORT



Attn. Great news. Iredell composite Squadron (NC 162) will host the Group # 4 A/E and Rocket Day. All A/E/Os and/or Commanders of Squadrons that wish to participate should contact Major R A Rowan (rarowan@bellsouth.net)

These events are open to any and all CAP members

The Group # 5 event will be held Sat. Oct 1, 2011 at Southport NC The host Squadron is Brunswick County Composite Squadron. All A/E/Os and or Commanders of Squadrons that wish to participate should contact 2nd/Lt.

Kathy Nicholas (knicholas@southporttravel.com)

The Group # 3 event will held at the Tar River Headquarters at (RWI) Airport The host squadron is Tar River Composite Squadron. All A/E/Os and or Commanders that wish to participate should contact Capt. William Hess
nchokie@gmail.com

We will furnish the rocket engines and launch equipment, etc.. We will also try to line up O-rides at these events.

James P. Williams-Major CAP
Director of Aerospace Education

Look what you'll be missing if you don't attend the 2011 NC Wing Conference in Asheville!

Friday Night Sept 23:

Senior: Commanders Social "Altitude Affects Attitude"

Cadets: Pizza, movies, and flight program with Fatal Vision goggles

Saturday A.M. Sept. 24:

Assembly TBA

Saturday Afternoon Sept.

• Seminar(s)- optional & brief, TBA by Wing Administrator

- Golf * - posted, contact Col. Pannell
- Gun Range- "Seniors only" contact Maj Phillips NC-019 to book
\$6/person BYO weapon & ammo OR \$5 gun rental & must purchase ammo on site
- Trolley tours* - \$15/person for groups of 10 or more. Contact Capt. Myers NC-019 to book
- Biltmore Estate* discount tickets & 49/person (youth price under 16 TBA). Please contact Capt. Myers NC-019 if you plan to visit,
discount must be prearranged through Biltmore.

Cadet Activities:

- Afternoon hike/lunch - possible compass course on Biltmore Estate- TBA and /or depending on interest
- MAMA (Mission Air Medical Ambulance) Helipad tour (cadets credited with ES task OS-3115)

All activities marked with an (*) cadets either must have a senior sponsor or parent to attend.

Any questions for cadet activities contact:

1st Lt Evonna Myers NC-019 NCNATIVE31@aol.com

Capt. Linda Davis NC-019 lindadavis05@aol.com



NC Wing Locates Stolen Aircraft in Alamance Co.

Raleigh, NC - North Carolina Wing, Civil Air Patrol was alerted by the Air Force Rescue Coordination Center (AFRCC) shortly after 7 a.m. today to search for a distress Emergency Location Transmitter (ELT) in an area southeast of Burlington NC. NC CAP launched a search aircraft from Burlington-Alamance Regional Airport and dispatched two ground search teams from NC Wing Head Quarters in Burlington, shortly before 9 a.m.

Immediately after takeoff the aircraft picked up the ELT signal and tracked it to an area near NC Hwy 87 South and Wildlife Club Road in Alamance County. The aircraft guided the CAP ground teams to the area. Once the ground teams confirmed they were also receiving the ELT signal, the aircraft returned to Burlington-Alamance Regional Airport. The ground teams spent several hours tracking the ELT signal and negotiating their way through the forested terrain, prior to locating the wreckage of an aircraft just before 12 noon.

The ground teams quickly determined that no one was on board the aircraft and that were signs that a survivor had left the crash site on foot. The ground teams notified the Incident Commander who notified the North Carolina State Emergency Operations Center while the ground teams coordinated with Alamance County law enforcement and EMS personnel. An immediate area search was conducted in an effort to locate the person who had left the crash site. The Incident Commander also notified the AFRCC of the status of the search and provided the registration number of the aircraft to the AFRCC to determine the aircraft's owner. The Alamance County Sheriff contacted the registered owner who reported that the aircraft had been reported as stolen, having last been located at the Horace Williams Airport in Chapel Hill. Once this report was made, all CAP ground personnel returned to the Command Post and demobilized, leaving the scene to be handled by Alamance County law enforcement. All CAP personnel returned safely to the NC Wing HQ at Burlington-Alamance Regional Airport by late afternoon.

The CAP Incident Commander for this mission is Lt Col David Crawford. The Ground Search Team Leaders are Major Andy Wiggs and 1st Lt Jason Bailey. The Aircrew was commanded by Capt Chuck Dawson with Dennis Bissell serving as Mission Observer.



Lt. Col. John Maxfield

Photo Used with Permission by WRAL-TV News

CCOC: An Explanation

CCOC is designed as a one-week introduction to the rigorous mission of Air Force Combat Control. This course is a CAP activity resourced jointly between CAP and USAF through the USAF Combat Control School (CCS) and Air Force Recruiting. While CAP will provide the majority of support staff, planning, and coordination, USAF assistance is required in range coordination, curriculum development, and instructor support. The goal is to place Combat Control & Special Tactics personnel strategically throughout the course to minimize manpower requirements while maximizing visibility to ensure that this course truly has a Combat Control —face to it. This is a physically and mentally challenging course that gives students a view into the Special Tactics mission and prepares potential recruits for a future in Combat Control.

Daniel Fratila-Ilies, C/2d Lt, CAP
CCOC PAO, MER-NC-800



Aerospace Leadership Scholarships

For over a decade The Spatz Association and its benefactors have invested in tomorrow's Aerospace Leaders through its Aerospace Leadership Scholarships. Each \$2,500 "ALS" helps the Cadet to "bridge the gap" from their solo to their private pilots wings.

The Spatz Association will again award at least three scholarships to deserving CAP Cadets. Deadline to submit an application for consideration is every **30 September**.

To apply see our websites: www.spatz.org or www.tankerbob.com/scholar.htm

The Spatz Association, Inc. is a benevolent non-profit organization described in IRS code 501(c)3. TSA's Aerospace Leadership Scholarships are funded solely by members and benefactors of the Association. "If I hadn't been awarded the Spatz Association's scholarship, I definitely would not be where I am today." — ALS Recipient Josh Hall now CFI-IA, A&P, AGI, IGI, and ASC

\$2,500.00 each

QUALIFICATIONS:

The CAP Cadet must have:

- Earned the Gen. Billy Mitchell Award
- Solo wings in a powered aircraft
- At least a 3.0 GPA (normalized)
- Not received or been selected for a similar scholarship or grant
- **Apply by 30 September**

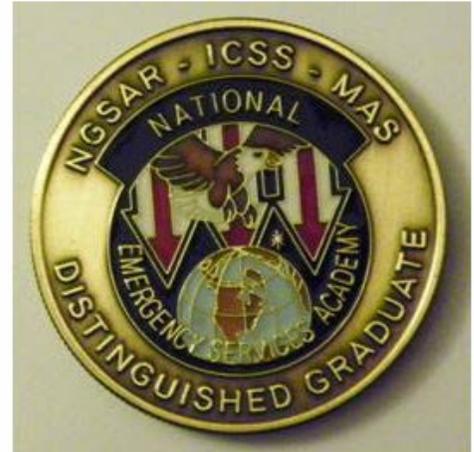


Benefactors are needed so that we can continue to fulfill the dreams of our CAP Cadets. For how you can help email: president@spatz.org

NESA Award for Capt. Perkins

Please give your congratulations to Captain Rheta Perkins for not only receiving a scholarship but also being presented with the distinguished graduate award from National Emergency Services Academy (NESA). This is a huge honor not only for Captain Perkins but it also shows the strong emergency services program we have here in North Carolina Wing.

Lt. Colonel Courtney and Captain Perkins—Thank you for representing the North Carolina Wing so proudly this year and continuing your efforts in growing the North Carolina Wing Emergency Services Program



Christopher T. Bailey, Capt, CAP
Director of Emergency Services, MER-NC-001

Captain Rheta Perkins recently graduated from the 2011 National Emergency Services Academy Advanced Mission Aircrew School as the Mission Observer Distinguished Graduate. The school focused on using the G1000 C-182T to fly precise SAR search patterns. Students were taught techniques to be used in aircraft with the SAR software package and techniques for flying precise patterns in aircraft without the SAR software package.

Captain Perkins is a member of the Asheville Composite Squadron where she is ACMO and the Assistant Aircrew Training Officer. She has been a member of the Civil Air Patrol for 4 years. As the Assistant Training Officer she is active in developing training material and aids used in training aircrews. She teaches ground school and flies as an MO/MS trainer.

Selection as a Distinguished Graduate is NESA's highest award. Captain Perkins has been invited to teach at NESA next year.

W. C. Courtney, LtCol, CAP
Aircrew Training Officer, MER-NC 019



L - R: Capt. Rheta Perkins, Maj. Eric Templeton

Carr elected CAP national commander, Vazquez national vice commander

By Public Affairs Team

Civil Air Patrol National Headquarters

LOUISVILLE, Ky. -- Civil Air Patrol National Vice Commander Brig. Gen. Charles L. "Chuck" Carr Jr. was elected national commander today by the CAP National Board, and Middle East Region Commander Col. Joseph R. Vazquez was elected national vice commander.

Carr's election to a three-year term as national commander occurred on the first day of business at the 2011 Civil Air Patrol Annual Conference and National Board meeting, held this week at the Louisville Marriott Downtown. Vazquez's election to a one-year term followed about two hours later.

The other candidate for national commander was Col. Fredric K. Weiss, former Pennsylvania Wing commander and national finance officer. Col. James M. Rushing, former Southeast Region Commander, was the other candidate for national vice commander.

"It is an honor and a privilege to be elected as CAP's national commander," Carr said. "CAP has a rich history of 70 years of service to America, and I look forward to partnering with our 61,000 citizen volunteers to fill the emergency services, disaster relief, youth development and aerospace education needs of communities across the nation."

As national commander, Carr serves as a two-star major general, the highest-ranking CAP officer; is a member of the Board of Governors; and leads the National Executive Committee and National Board — the organization's governing and advisory bodies.

Carr officially takes command Saturday during a change of command ceremony to be held at the conference banquet. He succeeds Maj. Gen. Amy S. Courter, who was first elected interim national commander in 2007 before to election for a three-year term as national commander in 2008.

The National Board had elected Carr national vice commander Sept. 3, 2010.

Before that, he served as the highest-ranking officer of the Great Lakes Region and also served on the CAP National Board and the National Executive Committee.

Before becoming region commander, Carr served as Ohio Wing commander for 3½ years. He joined the wing in 1989 as a member of Columbus Senior Squadron 801. He served as director of Ohio Wing personnel, commander of Capt. Eddie Rickenbacker Cadet Squadron 803, deputy commander and commander of Group VIII, wing air operations officer, vice commander of wing operations and wing vice commander. During his tenure, the wing received several national mission awards.

Carr is a CAP senior pilot with an instrument rating. He also has a master rating in CAP's personnel and finance professional development specialty tracks.

His CAP awards and decorations include the Distinguished Service, Exceptional Service, Meritorious Service (one bronze clasp) and the Brig. Gen. Charles E. "Chuck" Yeager Aerospace Achievement awards; Commander's Commendations; and Search "Find," Air Search and Rescue (bronze propeller) and Command Service (bronze star) ribbons. He also holds CAP's highest academic honor, the Gill Robb Wilson Award. A native of Columbus, Ohio, Carr is a graduate of Columbus East High School. His education also includes management courses from the University of Maryland and military training that includes NCO Leadership School, Command NCO Academy, U.S. Air Force Senior NCO Academy, Military Police Investigations and U.S. Customs. He retired as superintendent of security police with the grade of master sergeant after serving 23 years in the Air Force.

In addition to his Air Force and CAP service, Carr has more than 16 years in retail sales and management. He and his wife, Erena, are owners of ABC Academy Daycare Center in Columbus.

Vazquez's primary duty as vice commander is to assist Carr in leading CAP volunteers in fulfillment of the organization's three congressionally chartered missions — emergency services, cadet programs and aerospace education, as well as CAP's steadily increasing role in America's homeland security.

"I appreciate the confidence CAP's National Board has in me," said Vazquez, who also assumes command Saturday. "I look forward to fulfilling the challenges and shaping the future of America's best volunteer organization."

As Middle East Region commander since 2008, he also was a member of the National Board and the National Executive Committee. He also served on the CAP National Finance Committee as an adviser.

Before becoming region commander, Vazquez was CAP's national operations adviser. In that position, he restructured CAP's core flying regulation, CAPR 60-1. His commitment to regulatory overhaul started a trend among other national staff that will benefit many areas of CAP in the future.

He joined CAP as a Georgia Wing cadet in 1975 and rose to the rank of cadet major before transitioning to the senior member program in 1978. He qualified as a CAP ground team leader while still a cadet, and as a senior member he became a mission pilot in 1986.

He qualified as a flight instructor and check pilot and in 1992 became an incident commander, the highest search and rescue rating in CAP.

Vazquez served as a group commander in the South Carolina Wing, squadron commander and group commander in the Maryland Wing and group commander in the Virginia Wing before being appointed wing vice commander in 1997 and wing commander in 2001.

He became vice commander of the Middle East Region in 2003 and the national operations adviser in 2007.

Vazquez is a CAP senior pilot with an instrument rating. He also has a master rating in CAP's standardization/evaluation and communications professional development specialty tracks.

His CAP awards include the Distinguished Service and the Yeager awards. He also holds the Gill Robb Wilson Award.

A native of Savannah and a graduate of Warner Robins High School in Georgia, Vazquez attended the University of Georgia, earning a bachelor's degree with majors in psychology and computer science. He began his career as a software engineer with E.I. DuPont at the Savannah River Plant in Aiken, S.C.; he later transferred to Computer Sciences Corp. (CSC). He retired in October 2010 as an operations manager with CSC's North American Service Restoration Team.

Vazquez is married to Lt. Col. Leslie Vazquez, CAP's national standardization/evaluation adviser.



Maj. Gen. Charles Carr



Brig. Gen. Joseph Vazquez

Message From Brig. Gen. Vazquez

Members of Middle East Region,

As earlier announced in CAP's Volunteer Now, I was elected by the National Board to the position of CAP National Vice Commander. Brig. Gen. Charles Carr was also elected as our new CAP National Commander. Effective midnight tonight, I will officially step down as MER Region Commander and Col. Larry Ragland will take over as the interim MER Commander. A region commander selection process, similar to the process used to select wing commanders, will start sometime soon to assist the National Commander in selecting a permanent MER Commander. Please give Col. Ragland your support and carry on operations as before – it may take several months for the selection process to conclude.

It has been my privilege to serve as your Region Commander for the past three years. I was a member of four wings inside MER during the course of my 36 year CAP career, and consider this region as home. While I will not be your commander after tonight, I look forward to continuing to visit MER activities in the years to come. Thank you for your help in making MER one of the top regions in the country. You will always be Number One in MY opinion!

Brig. Gen. (select) Joseph R. Vazquez, CAP



Preparing for Irene

At the request of Lt Col Crawford, I'm paraphrasing/editing a planning email sent out by our colleagues in South Carolina >as an addendum< regarding preparations for Hurricane Irene --

Please keep in mind some of the things we may need to prepare for this week and possibly execute next week as part of CAP missions:

- Hurricane evacuation routes. This is a Big deal, and we need to be ready to fly all of them. That means having all of our planes in tip-top shape, and crews ready to fly them.

- Communications support. Reference has been made to the portable repeater(s) and their strategic deployment when the time comes. Asheville should be performing detailed checks on the communications trailer and updating its deployment status. This will be an excellent test of our statewide HF capability if we have multiple personnel movements over the long term.
- Disaster Relief - Air – after landfall missions include aerial repeaters, aerial photography, and whatever else is requested. Prepare your cameras and systems charged with spares, and take this week to work on your proficiency with them.
- Disaster Relief - Ground – Everyone has worked really hard over the last year as our new DR initiatives have taken shape - now is the time to review those initiatives, and make sure NCCAP is ready to respond when asked.
- SAR air/ground – if nothing else, after a landfall we'll be hunting down distress signals incessantly – and remember they are ALL distress until proven otherwise. Ensure all of your DF equipment and yourselves ready. Practice now.
- Mission base staffing – we will certainly be running a mission base, and will need rotating staff. Get everything – electronic and non-electronic – ready. Standard Operational Periods are generally twelve hours in time. Specific start/stop times have to be established. Depending on the length of operations, some type of food support will need to be established.
- NCEM liaison – we will need someone at the state EOC at all times, Maj Wiggs and Lt Col Davis will need assistance covering operational periods. If you can help, be thinking about that for when the request goes out.
- Logistics support – generators, vans, facilities – make sure everything is fueled and tested and ready – now, before the possibility of shortages gets going.
- Prepare for the possibility that we will need to move assets out of harm's way. That means more than airplanes – it means vehicles, trailers, people – everything.

For all Ground Team/SARTech personnel - I would urge all of you to perform gear inspections per the SQTRs during your squadron meetings this week. Extended duration packs should be thoroughly inspected for currency of perishable items and food supplies.

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We are currently working in the prism of being a primary support partner to NCEM, but this may also become a Presidentially Declared Disaster, which will place us under AFNORTH/1st Air Force which would see us adjusting mission response to Federal needs as well.

Semper Vigilans

Donald A Beckett, Lt Col, CAP

Disaster Relief Officer, MER-NC-001

Historically Speaking

This months article is going to stray from North Carolina Wing to Maryland Wing. It is a narrative from the author's own memories of events and, also information obtained from an article in "Mountain Discoveries Magazine" by Dan Whetzel.

Night of the Bomber

In the early morning hours of Monday 13 January 1964, the telephone rang in my home. My father answered (I was a teenager; I did not get out of bed to answer a telephone in the middle of the night), it was my Squadron Commander (Odenton Cadet Squadron).

We had been alerted, for a REDCAP, which is what we old timers used to call a real mission. The number was EARC 2-13. A US Air Force B-52 had gone down in a blizzard somewhere in the Appalachian Mountains of Western Maryland, not far from the town of Lonaconing.

My Squadron Commander Major William Klob arranged to pick up two other Cadets and myself at my house around 0400 or so. It was snowing so hard that only 4 wheel drive vehicles were allowed to travel on the roads. Major Klob pulled up in front of my house in our old surplus military jeep. We had to report to Friendship Airport (now Baltimore Washington Intl. Airport) right after sunrise to be airlifted by Army H21 Helicopters to Cumberland Municipal Airport, our Base of Operations.

You have not lived until you ride in an old jeep with side curtains that would not stay shut in around 20 degree, weather. It was a long ride to the Airport. We were loaded onto the helicopters and lifted off early in the morning bound for Cumberland. I learned another cold weather lesson, in an H21 with overhead heating your body above the waist is extremely hot and below is chillingly frozen.

I was supposed to be a Ground Team member, but upon arrival, we found out that the aircraft carried nuclear weapons and only Military personnel would be used for Search and Rescue/Recovery. My base assignment became Cadet Commander, due to the fact, as a Cadet Captain, I was the ranking cadet officer.

The cadets were tasked with manning the Communications Van and served as a Security Cordon as survivors and victims were flown into the airport.

At night we were quartered in St. John's Lutheran Church in South Cumberland. They fed us fried chicken dinners and other meals. Hundreds of meals were prepared by more than 70 volunteers who had assembled at the church.

The sequence of events leading to the crash, are known today and follow in this narrative.

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The cause of the B-52 crash near Lonaconing was directly related to the convergence of two storm systems, one from the west and a more violent one from the southwest that caused “the worst ever turbulence”, according to experienced co-pilot Captain Parker Peedin. Increasing turbulence prompted the pilot, Major Thomas McCormick, to request a lower altitude of 29,000 feet. A few minutes later the request was granted, but weather conditions continued to rapidly deteriorate as the B-52 slammed into the storm fronts. Returning to a higher altitude did not alleviate the problem either. As the aircraft encountered violent turbulence, the tail fin snapped off hurling the massive metal piece into the left horizontal stabilizer and tail gunners pod. Unbalanced the plane’s right wing rose causing the aircraft to roll onto its back and descend in a spiral. A Mayday and then bailout call was issued by Major McCormick at 1:30 A.M. on 13 January.

Key events of the terrible night are known. Captain Peedin ejected into the frigid night air. A fortunate landing caused him to land on a farm about two miles south of Grantsville, Maryland. A "CIVIL AIR PATROL" plane later found him and directed rescuers to his location. He was picked up by helicopter and flown to Cumberland Airport, where the base personnel formed two lines from the copter to the terminal to keep reporters and general hangers on from getting access to him.

Major Tom McCormick, likewise, ejected and found himself landing at the base of a tree nearly three miles from where the co-pilot had landed. He made a decision to stay where he was until daylight. Walking a distance of nearly two miles the next day, McCormick encountered a farm house along US Route 40 and was later transported to Cumberland for medical evaluation.

Sergeant Mel Wooten was not so fortunate. A piece of the disintegrating plane severely injured him. Landing in a field known as Dye Factory, he could see the lights of Salisbury, Pennsylvania only a half mile in the distance. But injuries prevented the Sergeant from covering that distance, his body was recovered on the edge of the Casselman River.

Navigator Major Robert Payne successfully parachuted from the aircraft but was injured in the process. His decision to walk to safety that night included an unsuccessful attempt to build a fire. After failing to climb a creek embankment, Major Payne slid backward into the partially frozen stream where he perished before being located. Major Paynes’ body was flown by helicopter to Cumberland Airport where again the Civil Air Patrol personnel were cordoned around the helicopter while his body was transferred to an awaiting Ambulance for transport to the Hospital. Again we had to hold reporters at bay.

Bombardier Robert Townley apparently could not eject from the aircraft and perished in the plane.

Location of the downed aircraft was crucial due to its payload. Once located, the Maryland State Police arranged a security ring around the main wreckage site until federal officials could quarantine the mountain area. Of chief concern were the two, 24 megaton nuclear bombs that were onboard. Due to the location of the aircraft it was not until 15 January that efforts were successful in removing the nuclear bombs from Big Savage Mountain. The bombs were taken to Cumberland Airport for transport by an Air Force C-124 Globemaster II.

The Civil Air Patrol stood down from this mission on 17 January 1964.

A large memorial located about a mile east of Grantsville on US Route 40 called the Mountain District American Legion Monument, was dedicated in 1964.

That is it for this month. Stay safe and Semper Vigilans

Lt. Col Philip Saleet

NC Wing Historian

Coastal Squadrons Unite to Participate in National Police Night Out

3 August 2011

On another hot August evening in Havelock, NC, two coastal squadrons came together to disseminate information about Civil Air Patrol's involvement in the Drug Reduction Program and other safety related issues. The first Tuesday in August is the National Police Night Out at which the goal is to educate young people concerning fire safety, home security, personal safety, drug reduction and other venues that threaten young people in the upcoming school year.

Coastal Patrol Base 21, Beaufort, and Cunningham Composite Squadron, MCAS Cherry Point, have been a presence at this event for the past 7 years, passing out DDR ribbons, posters, pencils and new member applications to a wide assortment of young people throughout the community. They are part of a static display that includes all the local and Marine Corps Air Station police, fire and safety assets.

The sharp looking cadets from NC160 always draw a crowd as they circulate among the approximately 2000 attendees answering questions and encouraging other young people to be involved in worthwhile activities. Maj. Fred Eldredge, CC, NC140, enjoys explaining his display of "captured" ELTs and EPIRBS to a very curious audience.

Maj. Linda Eldredge, PAO, CAP
CPB21, Beaufort, NC
252-447-8790
fre3lin@embarqmail.com



Police Night Out display



Handing out info, Maj. Linda Eldredge



L – R: Maj. F. Eldredge, CC NC140, Lt. Mike Woodruff CC, NC160, C/2nd Lt. Joshua Morton & Sgt Jacques Arthur, USMC (Lt, CAP)



NC160 cadets C/AM Chandler Bellaw, C/MSgt Ben Cornett, C/2nd Lt. Joshua Morton.

Photos By: Majors. Linda and Fred Eldredge