

NORTH CAROLINA WING CIVIL AIR PATROL

U.S. Air Force Auxiliary

Carolina WingSpan

Citizens serving communities: Above and Beyond



JULY 2009



*1973 CAP Piper Super Cub. See article on Page 10
Photo provided by Maj. Linda Eldredge
Coastal Base 21, Beaufort, NC*

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Carolina WingSpan is published under the direction of:

NCWG Commander - Col Roy Douglass
 NCWG Vice Commander - Lt Col Paul Meade
 NCWG Chief of Staff - Maj John Kay

NCWG Director Public Affairs - 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 Newsletter "Carolina WingSpan" editor - Capt. Donald Penven
 Send submissions to: carolina.wingspan@ncwg.cap.gov
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For guidelines for article and photo submission turn to Page 13



NC Wing Wins Paul W. Turner Safety Award For 2009

Capt. Dan McCollum is named National Safety Officer of the Year

June 30, 2009

Burlington, NC – Col. Roy W. Douglass, Commander, North Carolina Wing was notified by Maj. Gen. Amy Courter, National Commander, Civil Air Patrol, that the North Carolina Wing was selected to receive one of the highest awards presented by her office.

“Congratulations! I am happy to inform you that the North Carolina Wing has been selected as the winner of the Paul W. Turner Safety Award. Your wing was selected based upon their outstanding success in the safety program,” Courter said.



Capt. Dan McCollum

The Paul W. Turner Safety Award—an annual award presented to the CAP wing with the most outstanding safety program and safety record. The award consists of a plaque and includes the wing's name being placed on the CAP safety scroll at National Headquarters. Each region commander may submit one nomination for the previous calendar year to National HQs/CAP. The award will be presented to the wing commander at the annual National Conference.

This is the second time in just two years that the NC Wing has been granted the award. The 2007 Turner Award was presented to former NC Wing Commander, Col. Larry J. Ragland, at the National Convention in Atlanta. The newest award will be presented to Douglass at the National Convention in San Antonio, TX in September.

Douglass credited Capt. John D. (Dan) McCollum, NC Wing Safety Officer, for creating a safety program that instilled a “safety consciousness” throughout the wing. “Capt. Dan is relentless in his quest for perfection, and he has come as close to it as one can come,” Douglass said.

A second letter sent by Courter to Capt. McCollum stated, “Congratulations! I am happy to inform you of your selection as the 2009 Safety Officer of the Year. Being singled out as the most outstanding Safety Officer in all of Civil Air Patrol should make you exceptionally proud. The selection process was based upon your numerous achievements within CAP and favorable recognition by your commanders.” The Safety Officer of the Year Award—an annual award presented to the safety officer who has contributed most to the CAP safety program. Each wing may submit a nomination to region. The region commander will review all nominations submitted and will select one nominee believed to be the most deserving of the award. The region commander will forward the nomination to National HQ for final selection.

“I am overwhelmed by the honors bestowed on the NC Wing,” Douglass said. “The Turner Award and Safety Officer of the Year Award speaks well of the safety attitude that Capt. McCollum has developed throughout the CAP membership in North Carolina.” McCollum will receive his award in San Antonio also.

Douglass listed some of McCollum’s awards and accomplishments: Meritorious Service Award, Commander’s Commendation (2), Disaster Relief Ribbon with V Device, Yeager Award, CAP Membership Ribbon, Leadership Ribbon with bronze star, Garber Award, Encampment Ribbon with bronze clasp, CAP Safety Badge, CAP Mission Observer, CAP Transport Mission Pilot and Cadet “O” Pilot. McCollum joined CAP in 2002.

Capt. Don Penven
NCWG Director of Public Affairs



NC Wing Cadets Compete in National Cadet Competition

The MER Color Guard and Drill team did an outstanding job this year. As North Carolina sent both teams all the way to the National Competition, they and all the participants involved have my thanks for a job well done!

Col Joe Vazquez, CAP MER/CC



From the NCC Awards Banquet: Our teams did well. While the Color Guard did not place in the top three, they won the Special Team Award which is voted on by the other participants in the competition for their sportsmanship, enthusiasm and overall attitude.

The Drill Team placed second in Volleyball, Mile Run and Written Exam. They won first place in Panel Quiz and Innovative Drill!! C/Col Olivia Barrow won the award for the Highest Score on the Written Exam. They placed second overall in the Drill Team colmpetition.

Rocky Mountain Region won first place in the Drill Team Competition and Northeast Region won first place in the Color Guard Competition.

Congratulations to our teams for their outstanding performance at the National Competition! Middle East Region is proud of the effort and committment they displayed.

Phyllis A. Griffin, Lt Col, CAP
MER Chief of Staff

Our wing drill team and color guard did well at the national cadet competition.

We in North Carolina Wing can feel justifiably proud of our cadets on the drill team and color guard, and we should all wish them a “Well done, cadets of both our teams.”

--

Roy W. Douglass, Col, CAP
Commander
North Carolina Wing

(See Related Article on Page 7)



Citizens Serving Communities ... Above and Beyond

Carolina WingTips

NC Wing Staff Changes

At the July wing staff meeting I announced several staff changes that you need to be aware of, and I apologize for being late in getting the word out. These staff changes are the results of requests from the former staff officers to be replaced, resignation, health reasons or personal time constraints.

- Capt Kertis Henderson (khenderson@ncwg.cap.gov) is the Director of Communications replacing Capt Savoy.
- Col Ralph Vogt (RALPHVOGT@aol.com) is the Personnel Officer replacing Lt Col Smoot.
- Lt Col Wes Surratt (wes.surratt@gmail.com) is the Director of Logistics replacing Maj Johnson.
- Maj John Kay (JKAY3@ec.rr.com) is the Chief of Staff replacing Lt Col Crawford.

They will be at the commander's call in August, so be sure to meet them. Please ensure that your unit staff officers are provided this information about the new wing staff members.

Roy W. Douglass, Col, CAP
Commander
North Carolina Wing

Lt. Col. Crawford Completes Master Rating

Congratulations to Lt Col David Crawford for achieving the MASTER rating in 218 - Plans and Programs!

We all appreciate the years of hard work and dedication exhibited by this worthy officer. Hats off to you sir!!!

Jim Thomasson, 1st Lt, CAP
Director of Professional Development
North Carolina Wing
Raising the Bar!

NC Wing HQ Hosts FAA Wings Program

The FAA Safety Team (FAAST) conducted a Wings Seminar, "Taking the Search out of Search and Rescue," at the NCWG headquarters on July 16. Presentations were made by Lt. Col. Dave Crawford and Capt. Steve Merritt. Crawford's briefing covered the new 406 Mhz Emergency Locator Transmitter (ELT). Merritt covered the Automatic Dependent Surveillance Broadcast (ADS-B) system.

ADS-B Benefits

- * Provides air-to-air surveillance capability.
- * Provides surveillance to remote or inhospitable areas that do not currently have coverage with radar.
- * Provides real-time traffic and aeronautical information in the cockpit.
- * Allows for reduced separation and greater predictability in departure and arrival times.
- * Supports common separation standards, both horizontal and vertical, for all classes of airspace.
- * Improves ability of airlines to manage traffic and aircraft fleets.
- * Improves ability of air traffic controllers to plan arrivals and departures far in advance.
- * Reduces the cost of the infrastructure needed to operate the National Airspace System.

21 July 2009
Bagram, Afghanistan

Dear Cadets and Seniors,

After a being home for just over fifteen months, following my tour in Kandahar, Afghanistan commanding a Joint/Coalition Aviation Task Force, I find myself once again deployed to the a crossroads between the East and the West, not far from the famous Khyber Pass. This time I am here, not as an Army Aviator, but as the Chief of Plans assigned to the famous 82nd Airborne Division. A fighting force with a long history which is now supporting the North Atlantic Treaty Organization Soldiers who are fighting the Taliban and Al Qaeda along the Afghan-Pakistan border – helping bring peace to an unstable region of the world.



The 82nd Airborne Division of the United States Army is an elite modular airborne infantry division and was constituted in the National Army as the 82nd Division on March 5, 191 , and was organized on March 25, 191 , at Camp Gordon, Georgia. Since members of the division came from all 48 states, the unit was given the nickname “All-American.” This is the basis for its famed “AA” shoulder patch. Famous soldiers of the division include Sergeant Alvin C. York, General James M. Gavin, former Chief Dave Bald Eagle (grandson of Sitting Bull), and Congressman Patrick Murphy (the first Iraq War veteran elected to Congress). Because we are serving as part of a Joint Task Force (JTF), the Division’s strength also includes Airmen, Marines, and Sailors. Additionally, we have Airmen, Marines, and Soldiers from Afghanistan, Australia, Canada, France, Great Britain, Jordan, Turkey, New Zealand, Poland and The Czech Republic among our ranks. This truly is a multi-national effort. The link between our nations is so strong, we recently celebrated Canada Day, The 4th of July, and Bastille Day together.

Bagram, formerly known as the ancient city of Alexandria of the Caucasus is located at the junction of the Ghorband and Panjshir valleys and is approximately 60 KMs north of the Capital of Kabul. Its location made it a key passage from India along the Silk Road leading westwards through the mountains. Alexander the great laid out the city in the Greek "hippodamian plan" and had brick walls reinforced with towers at the angles. The central street was bordered with shops and workshops. The city is still a major hub of activity and the major Coalition Base in the eastern half of Afghanistan.



As a member of the 82nd Airborne I see the sacrifices everyday of our Afghanistan and Coalition partners. As recently as this week we lost two airmen in the crash of an USAF F-15, five US Soldiers were killed in an ambush, and as I write these words, a US Army Soldier is being held captive by the enemy. This is a dangerous place, but the sacrifice of these men and women ensures we all sleep safe at night.

While some may celebrate the passing of so called “great entertainers” famous for their white gloves and dubious morals, I have the chance to see real heroes, who are making a difference – Men and Women whose morals are never in question and know they will never have to ask,

“Today, did I make a difference?”

Live from Afghanistan,

Jayson

Jayson A. Altieri
Lieutenant Colonel
US Army
Bagram Air Base, Afghanistan

Apex Cadet Squadron Places Second in National Cadet Competition

The Apex Cadet Squadron representing the Middle East Region placed second in the Civil Air Patrol's National Cadet Competition held July 10-12, 2009 in McMinnville, OR. This is the fourth year in a row the squadron has competed at the National level in either drill team or color guard competition.

The competition consists of seven events, which test the cadets both physically and academically. The events incorporate all aspects of the Cadet Program and include Inspection, Standard and Innovative Drill, Panel Quiz, Written Test, Volleyball, and Mile Run. The team placed first in Panel Quiz and Innovative Drill and second in Volleyball, Mile Run, and Written Test. C/Col Olivia Barrow received the award for the highest written test for the entire competition—the third year for her. We are extremely proud of all the cadets' accomplishments.

Lt. Col. Pam Strug
Apex Cadet Squadron



Front row L-R: C/Col Olivia Barrow, C/CMSgt Chris Pitillo, C/TSgt Dominic Deshaies, C/Col Kali Fletcher, C/2d Lt Andrew Bills, C/Col Ryan Strug, C/SSgt Matthew Ahlers

Second Row L-R: C/Capt Joshua Cuany, C/TSgt John Crandall, C/SrA Philip Ahlers, C/SSgt Logan Strug, C/2d Lt Peter Barrow, C/2d Lt Justin Strug, C/Lt Col Peter Barnes

Orange Co. Cadets Win "Sportsmanship Award"

The Orange Co. Cadet Color Guard (NC-1500) received the National Color Guard *Sportsmanship Award* at the competition held in McMinnville, OR.



NC-1500 Color Guard

NC-1500 Color Guard, L-R: C/CMSGT Matt Harford, C/CMSGT Christina North, C/A1C Aleasha North, C/MSGT Dillon Troedsson, C/SMSGT Rebekkah Huss

Orange Co. Unit Participates in Annual “Hog Day”

Cadets and senior members from Orange County Composite Squadron, NC 150, participated in the 27th annual HOG Day Celebration in Hillsborough, NC on June 20th, 2009.

This annual event typically brings in approximately 35,000 people over both Friday & Saturday. The event hosts live music, food vendors, retail vendors, and in the case of Civil Air Patrol, a non-profit organization area.

The Orange County Composite Squadron participated in the event to raise awareness of Civil Air Patrol in Orange County, educate the public on Civil Air Patrol’s three primary missions and to recruit new members.

As part of an arrangement with the Hillsborough Chamber of Commerce, OCCS agreed to take on the responsibility of providing perimeter security detail at this event. In this capacity, OCCS seniors and cadets prevented dozens of HOG day attendees from entering the grounds without paying for admission. In addition to this service, OCCS also provided driving directions to area parking lots and alternate routes of travel.

“The Hog Day event showed the best of the Orange County Composite Squadron. Many of our cadets and seniors showed up to man the recruiting booth and the security station to the antique car section of the event. The organizers and Hillsborough Police Department were very appreciative,” explained Capt. Jeremy T Browner, Commander of the squadron.

NC 150 performed above and beyond the expectations of the host, and was invited to attend the HOG day celebration in 2010 in the same or possibly expanded capacity.

From HOG Day Website (<http://www.hogdays.com/about.htm>):

“A variety of activities are held each year as part of Hog Day: fun contests, including Hog Hollering, and Guess the Weight of the Pig contests; the area’s largest antique car show, an arts and crafts area with more than 100 vendors; and a children’s area featuring activities and rides. Hillsborough Hog Day also offers regionally and nationally known musicians, live on stage throughout the kickoff party on Friday night and all day on Saturday.

Hillsborough Hog Day is held each year on the third Saturday of June, in Downtown Hillsborough. The festival is attended by up to 35,000 people. Shuttle service is provided to the Hog Day site from south and north of town.”

Buddy Priest, 2d Lt, Civil Air Patrol
Deputy Commander, Seniors
NC 150 Orange County Comp. Sqdn.



Our Professionalism: "RAISING THE BAR"

I realize that I'm the new guy on the block and that many of you have literally decades of CAP experience, but as the Director of Professional Development, it is my responsibility to help hold us accountable to a high level of professionalism. It is time to put aside the past, to set aside our egos and to pick up the GUIDON OF EXCELLENCE for the North Carolina Wing Staff. It all begins with "us". "We" must set the standard we expect the subordinate Units, Groups and the North Carolina Wing as a whole to aspire too.

1. Get a current check on performance.

Talk to those you serve, and those you serve with. Find out from them, how well you are doing in meeting their expectations. Listen to their feedback. Don't justify your current performance or blame others. Simply listen.

2. Determine the standard "they" want. Again, ask others in your unit or those you serve for their input. Listen to their needs, wants and hopes.

3. Determine the standard you want and the standard CAP expects.

Remember that expectations may not be very high based on experience. Take feedback and co-workers ideas into account, but remember that it is your responsibility to set the level of excellence you want to reach. Set the bar is high as you wish but keep it within attainable limits.

4. Under promise and over deliver.

Make promises based on your current capacity, not your fondest wish. Make the promise, then deliver more, then raise the level of your promise a bit the next time.

5. Ask "what's not excellent?"

This question will help you continue to find ways to improve your standards and delivery. Ask this question of yourself, of your teammates, and of other interested parties.

6. Measure YOUR performance.

As you set new standards for yourself, the only way to reach them and maintain them is to measure your performance against those standards. Don't make the measurement more difficult than necessary, but remember to measure.

It's time to raise the bar. It's time to set new standards. Standards won't raise themselves; WE must raise them consciously and consistently.

I am also asking you for your assistance as I continue my CAP career. There will be times when I need your expertise and wisdom. And, there may be times when you need my assistance as well. May we all help each other with grace, with respect, and with the professionalism that we expect as Civil Air Patrol officers. I ask you, as North Carolina Wing Staff members, to help us all "Raise the Bar".

At your service,

Jim Thomasson, 1st, CAP
Director of Professional Development
North Carolina Wing



Former Commander for Coastal Patrol Base 21 Makes Surprise Visit

Mr. R.G. Willis, Coastal Patrol Base 21's number 2 commander from 1965-1970, recently paid a surprise visit to the squadron's meeting, and filled everyone in on the re-activation of the squadron in the mid 60's. He brought with him a Navy sectional map from the early days of flight between Cherry Point and Norfolk, Va., which everyone examined closely, and filled us in on some important gaps in the squadron's long history.

Former CAP Major Willis, now retired and living in Morehead City with his wife Lina, recounted how his son, Rich Willis III, became a CAP Cadet when they were living in Roanoke, Va. They moved to Durham, NC, next, then down to Morehead City in 1964, where Mrs. Willis was from. Upon arrival here, he discovered there was no CAP program for his son to continue in and began pursuit of re-chartering the old Coastal Base 21. There were plenty of young people in his son's high school class who were also interested in becoming cadets.

The charter was granted, and now Major Willis, along with several Senior members and about 30 cadets, formed the Carteret Composite Squadron, and met in the old USO building in downtown Morehead City. One of these early cadets was David Bratton, now a Major, and Safety Officer for CPB21. Major Bratton later moved to the Kinston Squadron where he flew in the CAP Super Cub. *(See cover photo)*

In 1967, USAF Col. Fredericks began the AFROTC at the Morehead City High School, and many of the CAP Cadets enrolled in that program. In 1970, Carteret Composite Squadron was de-activated once again until the late 1970's when Col. Woody Sulloway began holding meetings and building up the member base.

In the mid 1990's, Major Richard Willis III, USA, returned to the area and, following in his father's footsteps, became Carteret Composite Squadron Commander for two years. During his tenure, the squadron returned to its original name of Coastal Patrol Base 21.

The original charter is now in The History Place, Morehead City, under the care of Mr. Rodney Kemp, historian.

Story and Photos By: Maj. Linda Eldredge
CPB21 PAO



Maj. Bratton and Maj. Willis examine old sectional chart



Majors Bratton, Eldredge and Willis look through logbook



**NORTH CAROLINA WING
CIVIL AIR PATROL
U.S. AIR FORCE AUXILIARY**



**Summary Article on NC/GA Search For Missing Aircraft
Aircraft Found On Ridge Line in Nantahala National Forest**

Contact: Capt. Don Penven, Mission Information Officer

Raleigh, NC - Late Friday, July 17, the Air Force Rescue Coordination Center (AFRCC) alerted the NC Wing to begin search and rescue operations for an aircraft that departed a private airport near Cleveland, GA for a flight to the Andrews-Murphy Airport in Cherokee Co. NC. The aircraft, piloted by Bill Allison, a highly skilled pilot with multiple ratings, was reported overdue by his wife.

Lt. Col. Jeff Willis served as Incident Commander (IC) for the initial part of the mission. Willis sent out alerts and aircrews were quickly assembled and directed to fly to an area between the Andrews-Murphy airport and the NC/GA state line. NC Wing aircraft commenced searching for any possible ELT signals in the area during the early morning hours of Saturday. The search activities were put on hold early on Saturday morning. On July 18, at first light, four CAP aircraft were positioned to Asheville where the wing established its mission base. During the day two more aircraft were added to the fleet, drawn from a training exercise being held in Asheboro. Ground teams were also re-tasked from the training exercise and directed to a staging area to join a ground team from Silva-Culowhee near Hayesville in Clay County.

On Saturday, July 18 Lt. Col. David Crawford took over as Mission IC. A total of six NC Wing aircraft were repositioned to Asheville. Search operations continued throughout the day and aircraft were recalled shortly before sunset. According to Maj. Paige Joyner, GA Wing MIO, similar activities were pursued along the proposed flight path. The GA and NC mission staffs continued to share information throughout the weekend. In particular the Incident Commanders and Air Operations staffs worked closely together to coordinate aircraft taskings to maximize the areas being searched, while maintaining safe aircraft separation.

The track between the airport in GA and Andrews-Murphy Airport is approximately 38nm. The area in NC was only 12 nm, but heavily wooded, mountainous terrain hampered search efforts.

On Sunday, July 19, Maj. Andy Wiggs assumed the Incident Commander's role. Wiggs had been flown to the Asheville Mission Base. Grid searches were continued using two aircraft for the search and one aircraft flying a Highbird (airborne radio repeater) mission. A fourth aircraft was held in reserve.

At mid-afternoon Sunday, the mission base at Asheville learned that a private tour helicopter carrying friends of the pilot had sighted wreckage near the GA border in Clay Co., NC. Clay Co. Emergency Services was notified and a ground team was sent to the site. After several hours of very difficult hiking, the ground team reached the crash site and confirmed the aircraft registration number and that the pilot did not survive the crash.

56 NCWG members were signed into the mission. A total of four vehicles and six aircraft were used. Aircraft logged more than 56 hours of flight time.

Photos by: 1st Lt. Mike Krosweck and Capt. Ed Nenninger



Mission Pilot:
Capt. John May



NTSB Identification: **ERA09LA392**

14 CFR Part 91: General Aviation

Accident occurred Wednesday, July 08, 2009 in Sanderson, FL
Aircraft: NOLES VANCE L VANS RV7A, registration: N774US

Injuries: 1 Fatal.

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.

On July 8, 2009, about 0905 eastern daylight time, a Noles Vans RV7A, experimental amateur-built airplane, N774US, registered to and operated by a private owner, collided with the ground in the vicinity of Sanderson, Florida. Instrument meteorological conditions prevailed at the time of the accident, and the airplane received substantial structural damage. The non-instrument rated private pilot was killed. The pilot did not file a flight plan or receive a weather briefing before departing on a visual flight rules flight to McMinn County Airport (MMI), Athens, Tennessee. The pilot departed Wimauma Air Park (FD77), Wimauma, Florida at 0803. The flight was reported missing during the morning on July 9, 2009, and was located that afternoon by search and rescue personnel.

The owner of FD77 airport stated the pilot informed her the night before the accident, that he would pick her up at MMI on July 8, 2009, and fly her back to FD77. When the pilot did not arrive at MMI, she attempted to locate him by phone and through the FD77 airport manager. All attempts were unsuccessful. The airport owner stated she knew the weather was stormy along the pilot's route of flight and figured the pilot elected to land at an alternate airport, and was unable to contact her because he was out of cell phone coverage. When she could not locate the pilot on the morning of July 9, 2009, the authorities were notified of the missing airplane.

A witness, who lives in the vicinity of the accident site, stated he was outside in his backyard on July 8, 2009, and heard a small airplane located to the northeast of his home. The engine was at a very high rpm and sounded like it was under "a lot of strain." The engine noise lasted about 3 seconds, and then there was complete silence, followed by an impact sound which he attributed to thunder. The witness stated the clouds were overcast about 200 feet above the ground with light rain and distant thunder. He further stated the weather had been bad all morning with thunderstorms moving in and out of the area.

Review of radar data, obtained from the United States Air Force 84th Radar Evaluation Squadron (RADES), depicted a target with a 1200 transponder code, near the accident site, at 4,000 feet, at 0902:29. At 0903:41 the target was in a left descending turn at 2,800 feet. The last radar hit was at 0904:29 and the target was at 1,600 feet.

Federal Aviation Administration inspectors planned to examine the wreckage.

Editor's Note: NC Wing Emergency Services joined SC, GA, TN and FL in the search for this missing RV-7.



NC Wing Members receive Combat Control Orientation Course

Pope AFB, NC -

The First Combat Control Orientation Course was conducted at Pope AFB during the third week in July. “Nine cadets and one senior officer spent a week at Pope AFB with instructors from the US Air Force Combat Control and Special Forces Unit. This extremely intense week of training and introduction to the world of the US Air Force Special Forces was the inspiration and hard work of Maj David Siemiet CAP,” said Lt. Col. Al Therriault, NC Wing Commander of Cadets.

This one-week orientation course focuses on sports physiology, nutrition, basic exercises, CCT history and fundamentals. NC Wing members learned during the week that the USAF Combat controllers are among the most highly trained personnel in the U.S. military. They maintain air traffic control qualification skills throughout their careers; many qualify and maintain currency in joint terminal attack control procedures, in addition to other special operations skills. Their 35-week training and unique mission skills earn them the right to wear the scarlet beret.

Special congratulations to the students;

Maj Hugh Stewart

C/Capt Evan Salisbury of TX Wing

C/2nd Lt. Peter Barrow

C/CMSGT Chris Pitillo

C/CMSGT Christina North

C/MSGT Toby Morgan

C/TSGT John Crandall

C/TSGT Dimitry Pinchuk of NY Wing

C/TSGT Jordan Andrews

C/TSGT Daniel Bradshaw

And special thanks to the members of the CCOC Staff

Maj Dave Siemiet

Maj Robert Mason

Capt William Ryan

Capt Harold Hernandez

1st Lt. Aaron Seng

1st Lt. David Rinehart



And the members of the US Air Force Combat Control and Special Forces.

SUBMISSION GUIDELINES ... CAROLINA WINGSPAN

- * E-mail article and attachments to: carolina.wingspan@ncwg.cap.gov.
- * Send story in body of e-mail rather than as attachment.
- * Please do not use any formatting, page centering, etc. Do not submit on CAP letterhead. Do not include any photos in the body of the text.
- * Subject line should include: Unit name, wing and brief description [e.g., “Lizzard Lick Comp Sq (SC): Senior member honored for AE contribution”]
- * Always include author’s contact info: name, unit/wing, phone, e-mail, etc.
- * Compose your article in MS Word. Use Spell Check. Heed messages that say, “Passive voice, consider revising.”
- * Do not send articles and photos in separate E-mails. Piecemeal submissions will be returned.
- * Refer often to the AP Stylebook, especially when listing ranks of members: Use Lt. Col. and not LtC or LtCol.
- Digital Images/Photos
- * Submit as jpg or tif **attachments** to e-mail (no bmps, gifs, etc.), rather than in body of story.
- * Minimum scan resolution: 250-300 dpi.**
- * Minimum pixel resolution: 1280 x 960.**
- * Cellphone photos of at least 1.5 Mb *may* be used
- * Please send attachments rather than links to photo-hosting Web sites.
- * Photos must be color. Do not add any special effects.
- * Provide detailed outline info, including description of action, complete identities, photo credits. Large groups need not be individually identified.
- * Submit only the best photos. With most articles, include up to 2-3 photos.
- * Try to submit at least one photo with every submission, even if it’s just a head-&-shoulders shot of the senior member or cadet featured in the article.
- **If you do not have access to a photo editing program, send what you have. It may be possible to use them. Check the sharpness of every photo submitted. Blurry, out-of-focus shots will not be used. Dark photos are easily lightened. Overexposed photos are mostly beyond hope if the image is burned out.



Editor’s Note: These guidelines are very similar to those posted by CAP News Online. If you have any hope of having your article published in both places, make separate submissions and follow the guidelines.

Am I at Risk? Or ... do I really need sunscreen?

Compiled by: Capt. Don Penven

NCWG Director of Public Affairs

From: Melanoma.org

If you are reading this, you, or a loved one or a friend has undergone a biopsy (either of a skin lesion or a lymph node) or have had other tests in which the diagnosis of melanoma is suspected or confirmed. Or maybe the title of this article caught your attention.

Melanoma is a type of skin cancer that occurs in the cells that color the skin and make moles (melanocytes).

Melanoma is the most serious type of skin cancer because it can spread to lymph nodes or a distant site.

Of all the various skin cancers, melanoma is known to be the most deadly if not caught in its early phases. Approximately 59,940 people will be diagnosed with invasive melanoma and 8,100 will die this year from melanoma.

So what does one do if diagnosed with melanoma ?

First – take a breath... *and then read this article in its entirety.*

This is not an all-inclusive method for determining YOUR stage of melanoma or the ‘right’ treatment. However, this information can be helpful for the newly diagnosed (“now what”) patient. The hope is that by giving the overwhelmed and frightened melanoma patient an approach to finding information about their disease and treatment options, they will become an empowered and active participant in their diagnosis and treatment.

There ain't no answer.

There ain't going to be any answer.

There never has been an answer.

That's the Answer.

- Gertrude Stein



Squamous Cell Carcinoma



Melanoma

From: Melanoma.com

Anyone who is exposed to lots of sunlight or ultraviolet (UV) radiation is at risk for melanoma. However, some people have a higher risk of getting melanoma than others. Even dark-skinned people and those who tan without burning can get melanoma.

Take a moment to answer these 10 questions. If you answer “Yes” to any of these questions, you may have a higher risk for melanoma and should speak with your doctor. Your doctor can recommend steps you should take for finding melanoma early, and working to prevent it. Even if you answer “No” to all of these questions, but have a mole that you are concerned about, you may want to speak to your doctor.

1. Has anyone in your family ever had melanoma?

Melanoma sometimes runs in families, so people with two or more close relatives who have had melanoma have an increased risk of developing melanoma themselves.

2. Do you now have, or have you ever had, non-cancerous, but unusual looking moles?

Certain types of mole patterns are typical of an increased risk of getting melanoma, such as moles called dysplastic nevi.

3. Have you been diagnosed with melanoma in the past?

People who have already had melanoma have an increased risk of getting melanoma in another place.

4. Are you taking any medications that might weaken your immune system (for example, corticosteroids)?

People with a weakened immune system—due to certain cancers, drugs given following organ transplants, or HIV/AIDS— have an increased risk of getting melanoma.

5. Do you have more than 50 ordinary moles?

The risk of melanoma is greater for people with a large number of ordinary moles.

6. Did you have one or more severe, blistering sunburns as a child or teenager?

People who have had one or more severe, blistering sunburns as a child or teenager have an increased risk for melanoma. Sunburns in adulthood are also a risk factor for melanoma.

7. Do you have many freckles?

Melanoma occurs more often in people with fair skin that freckles easily.

8. Do you have fair skin and light eyes?

Melanoma occurs more often in people with fair skin that burns easily. These people also usually have red or blond hair and blue eyes. Fair-skinned people have less melanin in their skin and therefore less protection against the sun's damaging UV rays.

9. Do you live in the Southwestern United States?

Melanoma is more common in people who live in areas with large amounts of UV radiation from the sun, such as the Southwestern United States.

10. Do you frequently spend time in the sun between 10 AM and 4 PM without skin protection?

From: Wikipedia.com

Melanoma is a malignant tumor of melanocytes that are found predominantly in skin but also in the bowel and the eye. It is one of the rarer types of skin cancer but causes the majority of skin cancer related deaths. Malignant melanoma is a serious type of skin cancer. It is due to uncontrolled growth of pigment cells, called melanocytes. Despite many years of intensive laboratory and clinical research, the sole effective cure is surgical resection of the primary tumor before it achieves a Breslow thickness greater than 1 mm.

Around 160,000 new cases of melanoma are diagnosed nationally each year, and it is more frequent in males and Caucasians. It is more common in Caucasian populations living in sunny climates than in other groups. According to a WHO report about 48,000 melanoma related deaths occur worldwide per year.

Malignant melanoma accounts for 75 percent of all deaths associated with skin cancer.

The treatment includes surgical removal of the tumor, adjuvant treatment, chemo- and immunotherapy, or radiation therapy.

Although melanoma is not a new disease, evidence for its occurrence in antiquity is rather scarce. However, one example lies in a 1960s examination of nine Peruvian Inca mummies, radiocarbon dated to be approximately 2400 years old, which showed apparent signs of melanoma: melanotic masses in the skin and diffuse metastases to the bones.

John Hunter is reported to be the first to operate on metastatic melanoma in 1787. Although not knowing precisely what it was, he described it as a "cancerous fungous excrescence". The excised tumor was preserved in the Hunterian Museum of the Royal College of Surgeons of England. It was not until 1968 that microscopic examination of the specimen revealed it to be an example of metastatic melanoma.

The French physician René Laennec was the first to describe melanoma as a disease entity. His report was initially presented during a lecture for the Faculté de Médecine de Paris in 1804 and then published as a bulletin in 1806. The first English language report of melanoma was presented by an English general practitioner from Stourbridge, William Norris, in 1820. In his later work in 1857 he remarked that there is a familial predisposition for development of melanoma (*Eight Cases of Melanosis with Pathological and Therapeutical Remarks on That Disease*).

The first formal acknowledgment of advanced melanoma as untreatable came from Samuel Cooper in 1840. He stated that the only chance for benefit depends upon the early removal of the disease. More than one and a half centuries later this situation remains largely unchanged.

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Mathematics was never my strong suit. I need a calculator to compute the 20% tip on a dinner tab. But looking at the numbers above, it seems to me that I have a better chance of winning the lottery than contracting melanoma. But I am waiting for the biopsy report from melanoma number three.

As indicated above, melanoma can choose its own site to appear. It can be in the eyes, the bowel (where the sun don't shine) and even in the mouth, says my dermatologist. To date I've had one basil cell and three squamous cells removed from my back and arms. Melanoma number one was on my left arm, number two was on my back and number three was an inch or so up into the hairline on the back of my head. Now who would think to apply sunscreen on one's scalp?

Since the mid-1980s, I have had semi-annual checkups with a dermatologist. In my case it has averted much more serious, long-term consequences. I'd have to answer yes to at least six of the questions above—all the more reason to get regular checkups.

I hope that my reason for sharing this is now becoming apparent. Most of you reading this will at least have one or two YES answers above. And even if you scored zero, it will be worth it to see a dermatologist.

Getting a biopsy report back from the lab usually takes three to four days. (The 4th Of July Holiday added an extra day and a weekend for melanoma number three.) It's the waiting that wears you down.

All three melanomas that I've experienced were ruled non-invasive (in situ), but two required additional surgery to remove all of the cells still present. Yesterday I got the results for number three—all of the offending cells are gone. Now the surgeon can patch the quarter-sized hole in the back of my head. I'm imagining that he'll need to make a skin graft, and I suspect the extra skin will come from a place "where the sun don't shine." If this is the case, I would appreciate not being referred to as "butt head."

Don Penven, Capt, CAP

Hail (From AOPA ePilot Training)

All pilots learn to have a healthy respect for summer's thunderstorms. Part of a skilled pilot's ability to analyze weather is recognizing conditions that can start storms growing along a proposed route of flight. Ideally, you are safely on the ground when thunderstorms are sprouting, but the unexpected can happen. Plan B is to give convective weather the widest possible berth. Where some VFR pilots err is in underestimating the risks of straying too close to a storm cell.

Turbulence is one of the hazards. Another is hail (METAR symbol: GR). Hail can be encountered at some distance from the cell where it formed. A pilot report (pirep) that includes hail is transmitted as an urgent pirep; hail of three-quarters of an inch in diameter or greater is included in convective sigmets (significant meteorological information) ([see Chapter 11 of the Pilot's Handbook of Aeronautical Knowledge](#)).

"Hail offers a definite hazard to aircraft. Updrafts lift supercooled drops of water above the freezing level; they fall out of the updraft, are lifted again, and begin collecting layers of ice as they move inside the thunderstorm cell. The stronger the updrafts, the larger the hailstones can grow. They can range from the size of a pea to more than 5 inches in diameter. Hailstones can either be ejected from the thunderstorm—as far as 20 miles from the cloud—or grow too large to be lifted and fall to the ground. Hail most often falls ahead of the advancing thunderstorm cell. It is recommended that pilots avoid thunderstorms by at least 20 miles from the edge of a storm cloud," was the response to an inquiry about hail in the [May 9, 2003, ePilot](#).

If this revises your sense of what constitutes a minimum safe distance from a thunderstorm along your route, take some time and review the AOPA Pilot Information Center document "[Thunderstorm Avoidance](#)," especially the section titled "Avoiding Thunderstorms Enroute." The AOPA Air Safety Foundation also has an entire section devoted to [thunderstorm awareness](#), including an interactive course, a Safety Advisor, a printable quick-reference card, and a quiz.

Another point about hail: It can severely damage an aircraft. See the [July 2001 AOPA Pilot "Never Again"](#) for an account of the impression an encounter with hail made on a Cessna 172's occupants—and the aircraft itself.

