

NORTH CAROLINA WING CIVIL AIR PATROL

U.S. Air Force Auxiliary

Carolina WingSpan

Citizens serving communities: Above and Beyond



September 2009



A screenshot of the CAP Volunteer Now website. The page features a navigation menu with links for HOME, NEWS, EVENTS, BENEFITS, DONATIONS, JOIN, and CONTACT. The main heading is "VOLUNTEER now" in a large, stylized font. Below the heading, there are sections for "TODAY'S FEATURES" and "HEADLINE NEWS". The "TODAY'S FEATURES" section includes a large image of a man in a blue flight suit holding a medal, with the text "CAP's Boe to return to space as pilot for final shuttle mission" and "NASA announces crew for planned Sept. 2010 flight". The "HEADLINE NEWS" section lists several news items, including "NM cadets surprised on camera by father back from Kuwait" and "Local paper takes look at N.J. squadron".

THE NEW LOOK OF CAP NEWS ONLINE

<http://www.capvolunteernow.com/>

Carolina Wingspan is a publication of the North Carolina Wing, Civil Air Patrol, Wing Headquarters, P O Box 2082 Burlington, NC 27216-2082. The opinions expressed herein are those of the individual contributors and may not reflect the opinions of Civil Air Patrol or its leadership.



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 "Carolina WingSpan" is the official newsletter of the Civil Air Patrol,
 North Carolina Wing HQ, U.S. Air Force Auxiliary

For guidelines for article and photo submission go to Page 15:



NC082 C/Col FEINSTEIN GOES TO ENGLAND IN THE CADET EXCHANGE PROGRAM

On Tuesday July 21st C/Col Barry Feinstein boarded a plane at PTI (Greensboro Airport) and flew to London, England's London/Heathrow/RAF Northolt (Royal Air Force) Airport. This was the start of a fifteen day Cadet Exchange Program. This unique opportunity was almost canceled due to a conflict with the Navy concerning his Naval ROTC scholarship at Georgia Tech. At the last minute it was rescheduled and he was able to make the trip.

When he landed in London he and the rest of the cadets in his group was taken by bus to Brunel University, where the cadets were to call home for the first part of their experience. In this group were a mixture of cadets from Australia, Canada, Gahanna and the United States. In Barry's group there were about 35 cadets. In the entire UK (United Kingdom) there were three groups altogether containing about 18 CAP cadets.

The schedule was full every day for of the time in the London area twelve days not counting the arrival and departure days. In the beginning time was spent touring the Royal Observatory Park and Village, Imperial War Museum, RAF Museum-Hendon, the Palace at Westminster and Thorpe Park. There was free time planned between tours.

They visited several RAF bases and moved their place of residence to RAF Digby. He flew a glider several times as well as a British aircraft similar to our squadron's Cessna 172. There were opportunities to swim, ice skate, shooting, kayaking, raft building and go carting.

During their stay at RAF Digby they toured the Eurofighter Hanger and the Battle of Britain squadron. Tours were also made to Nottingham and Nottingham Castle. All of the cadets were given just a taste of one of our closest allies as they discovered just a small portion of England that generated memories for a lifetime.

After a farewell barbeque he departed for London to catch his flight back home. With just a few days at home it was off to Georgia Tech University to start another new chapter in his life. This has been a summer of excitement for him as he was awarded the Spaatz award late in July and served as a commander in the summer encampment at Camp Lejune.

SM Gene Clodfelter Public Affairs Officer NC082



NC 140, 160 CONDUCT JOINT TRAINING EXERCISE ON NC COAST

28 AUGUST 2009

Maj. Linda Eldredge, PAO, CAP
Coastal Patrol Base 21
Beaufort, NC
252-447-8790
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On Friday, 28 August 2009, Coastal Patrol Base 21 and Cunningham Composite Squadron conducted a training mission simulating an alert for an errant EPIRB and missing person in the wake of tropical storm Danny. The training mission emanated from Michael J. Smith Field, Beaufort, NC, at 0900 hours. Maj. Andy Wiggs was IC and Maj. Fred Eldredge, MP, was PIC. Two sorties were flown and three scanner trainees, Capt. Steve Rynas, NC140, Lt. Mike Woodruff, NC160, and SM Kelsey Weber, NC160 received valuable training, particularly in the missing person panel search. Also on board was Chaplain Maj. Ed Fleagle, MO, using the Becker system to acquire the EPIRB signal. Majors Linda Eldredge, PAO, UDF and MaryAnne Fleagle, PAO, UDF, conducted the ground search and ground to air communications. The training mission was completed successfully and all personnel and corporate assets returned safely.

Photos by Maj. L. Eldredge



SM Weber, Maj. M. Fleagle, Maj. F. Eldredge pre-flight brief



Lts Woodruff and Weber receive pre-flight briefing from Maj. F. Eldredge, MP



Chap. Maj. E. Fleagle, Capt. S. Rynas, Maj. F. Eldredge pre-flight Aircraft



SM Weber, Lt. Woodruff get ready to fly.

Carolina WingTips

ECI-13 Soon To Become Part of CAP History

To all MER Wing and Squadron Professional Development Officers;

The long awaited online replacement to AU A4/6 (formerly ECI-13) the CAP Officer's Course is now in the testing process. The new course is shorter and more CAP specific. It is expected to hit the market for everyone in January and expected time to complete it is 90 to 120 days. For example if started in January it should be completed by early April or mid-May.

AU A4/6 is on administrative hold until 1 Oct (assuming congress passes the budget on time and funds are released. The budget is often late.) Currently they are not producing the course. It will take time to catch up on production. The course is sent out as educational material not first class mail which means it could take some time to get to the member. It would be optimistic to think they would get the materials in November. The material they get will be what it always has been and still takes lot of time to finish. A go-getter might get it done by June but remember 60% never even finish the course.

My suggestion would be that members should wait unless this is the only thing that they need for promotion but ask them which one they would finish first and advise them that the earliest they can get the materials would be November. If you want to cover all bases you can enroll them in AU A4/6 and if the online course comes out they can voluntarily dis-enroll, but they can not take another AU A4/6 course for 6 months.

Lastly, there is no provision in the current or the final versions of CAPR 50-17 that show that Airman Leadership School is a substitute for AU A4/6(ECI-13).

As always, leave it up to the member but ensure that they have all the information to make an informed decision. I have submitted one beta tester to National. I would like one more. A beta tester will get credit for it.

Please ensure that you disseminate this to all squadrons within your wings.

Raymond N. Feliciano, MAJ, CAP
MER Professional Development Officer

Mountain Fury Coming Up Soon

Pilots and aircrews,

This is the second announcement for Mountain Fury advanced course being held at KAVL on 10-11 October. For those pilots that do not have trained air crews Asheville Squadron will be able to furnish you with MO's and or MS's that we have trained here in the mountains. We also have available 885 and 06C for those that do not have an aircraft available to fly. Our desire is to train as many pilots in advanced search techniques as possible. OPS officer Lt Col Ray Davis and his excellent staff of Lt Col Courtney, Lt Col Urbanek, Capt Bow and Lt Perkins have worked long and hard to offer the latest information and practice on GPS set up, radio operation, navigation, and stick and rudder flying in the mountains. This is probably the best training that you will be able to receive for search procedures you will find in Civil Air Patrol. You will be surprised in how comprehensive this course will be and I feel sure you will leave with a much better knowledge of search techniques and procedures. Please reply with a form 17 by 30. September. See you in October.

Bob Bauer Lt Col CAP
MF 5.0 Project Officer

Approach:

"Cessna Nine Four Four Two November, descend to 2,500 feet, proceed along the east side of the river, then left to 280 at Central Park."

Me (sincerely, since I'd never been there before):

"Approach, how will I know when I'm at Central Park?"

Approach:

"Just watch for the muggers."

Coastal Patrol Base 21 Flies First Orientation Rides on 9/11

11 Sept 2009, Michael J. Smith Airfield, Beaufort, NC. On a beautiful end-of-summer afternoon on the coast, the somberness of the day was remembered in terms of "I remember when no one was flying anywhere on this day 10 years ago", and how "'normal' everything seems today". Nevertheless, Major Fred Eldredge conducted first orientation rides for two cadets from Cunningham Composite Squadron, and one #5 for another.

The two first riders were C/AB Bruce Savin and C/AB Eryn Dixon, who were eager to see the coast from a different perspective. C/A1C Bethany Riley enjoyed her #5 flight as well. All were delighted to have seen numerous Shackelford Banks ponies out and about on the island as they approached the Cape Lookout Lighthouse.

It was good to take time to remember and honor those whose lives were taken on that sad day, reminding all of us to never take anything for granted in the air or on the ground.

Semper Vi,

Maj. Linda Eldredge, CAP, PAO
Coastal Patrol Base 21
Beaufort, NC
252-447-8790



C/AB Bruce Savin



C/AB Eryn Dixon

Flight Plans-How to Remember to Close From The FAAS Team

Ever get so tired of losing your keys, you learned to always put them in one particular place? Well, if you don't close your flight plan, it can be even more awkward than misplacing your keys and can be costly for yourself and for others. Consider using one of the following ideas as reminders to close your flight plan, so when you are down, safe and happy, the system knows it.

Plan to close your VFR flight plan when you open it.

When you open a flight plan - make a plan, right then and there, for how you will remember to close it. The key is to associate closing the flight plan to something you are sure to do or see immediately after the flight. Here are some suggestions:

When you file:

- * Place a sticky note reminder on the aircraft clipboard
- * Add a reminder to the "shut-down" checklist; then don't put the checklist away, in its normal spot, until the flight plan is closed
- * Leave yourself a reminder message on your cell phone
- * Put your watch on the other arm
- * Put a plastic "awareness" bracelet on when you file and then only take it off when you close your flight plan

Pick a method that works best for you and then use it every time so it becomes a habit.

As a backup, add your cell phone number to the flight plan. If your reminder fails you for some reason, FSS will be able to find you quickly and inexpensively.

Some pilots have devised a foolproof way to remember to close their flight plan. Have you? Would you share it with us so others can benefit from your experience?

Send your idea in an email to Airmen@FAASafety.gov by September 30, 2009, and we'll share your idea with other pilots in early October.

Civil Air Patrol's Orange County Squadron Participates in Northern Orange County Middle School and High School Open Houses

By 2d Lt Buddy Priest
NC 150 Deputy Commander for Seniors

Cadet and Senior Members from Orange County Composite Squadron represented Civil Air Patrol at all five open houses for Northern Orange County Middle Schools and High Schools. The schools included Orange High School, Cedar Ridge High School, Gravelly Hill Middle, Stanback Middle and Stanford Middle schools.

The unit's recruiting booths incorporated materials and presentations covering all three of Civil Air Patrol's primary missions – Cadet Programs, Emergency Services and Aerospace Education. Demonstrations of Direction Finding equipment were also provided at some locations.

The unit received several dozen inquiries about Civil Air Patrol and was able to reach out to over 60 interested parents and youth via follow-up emails and phone calls.

“Having arrived in the Hillsborough area from Chapel Hill in November 2008, this was our first opportunity to welcome potential cadets from Northern Orange County at the beginning of the school year”, said Captain Jeremy Browner, Commander of Orange County Composite Squadron.

“After being met with open arms by Orange County School Superintendent Patrick Rhodes in a meeting in August 2009, interest was expressed in partnering with Civil Air Patrol's Orange County Squadron to incorporate our three primary missions with the Orange County Middle Schools and High Schools.”, added Captain Browner.

Other attendees at the meeting included Steven Weber, Orange County School's Director of Secondary Education and Michael Gilbert, Orange County Schools Public Information Officer. Also present at the meeting were Lt Kathleen Weeks, Deputy Commander for Cadets and Lt Buddy Priest, Deputy Commander for Senior Members at the Orange County Squadron.



Photo by Lt Buddy Priest: Major Sankey Blanton and Cadet Master Sergeant Dillon Troedsson at Orange High School Open House



Photo courtesy of Russ LeBlanc, North Carolina State Trooper (Retired), and Driver's Education Instructor): Lt Buddy Priest demonstrating the Seimec Direction Finding Unit, and Cadet Captain Daniel Kong at the Stanford Middle School Open House

NC-850 is back up and running full speed ahead

By Terri L. Zobel, Capt, CAP

With the school year starting in late July, Southeast Raleigh Magnet High School Composite Squadron has started officially meeting again. The Bulldog's have been busy over the summer and through some excellent grant writing secured a CAP Unit AFA grant. The money will be used to purchase a projector for the interactive dome flight simulator that was donated to the school by Immersive Design Solutions Inc. to help further aerospace education.

Additionally, over the summer, Bulldog's Cadet Commander Capt. Kyle Zobel had an opportunity to solo at the National Flight Academy held at Fort Pickett in Blackstone, VA. "There is nothing quite like the experience of flying solo, and CAP allowed me to do this and enjoy a whole week of flying." said C/Capt. Zobel. He also attended NCSA Blue Beret in Osh Kosh, Wisconsin and his fourth NC wing encampment. He continues to be active in NC-048 Raleigh-Wake Composite Squadron and is their Cadet Deputy Commander. We are fortunate to have such a dedicated cadet leading our Bulldog program.

Cadets and senior staff from NC-048 have been generous with their time and mentoring skills as we have gotten NC-850 off the ground. Without the support of Raleigh-Wake, we would not be in the position we are today. Our goal is to keep growing the program on both sides, cadet and senior, so the unit will be able to be more self sufficient.

The teacher that has helped get this program off the ground, 2nd Lt. Bridget Bryant received her promotion and new position as Deputy Commander at the first Thursday meeting. "Excitement for this program is growing in our high school both among staff and students. Our students are excited about all of the opportunities in leadership that they are exposed to. They cannot get these opportunities, such as flying, in any other high school in the state."

The squadron commander, Capt. Terri Zobel, is very pleased with the direction the flight is taking. "We are able to reach kids in the school program that we never could as an outside unit. I see a lot of the cadets standing taller and accepting responsibility for their actions. For many this is a chance to turn their life around and make something of themselves. We intend to be there to lend a helping hand and make this program a success."

L-R: C/Capt. Kyle Zobel- NC 850 Cadet Commander
Capt. Terri Zobel- Southeast Raleigh High School
Squadron Commander 2Lt. Bridget Bryant-
Leadership coordinator at SRHS and DCC



News From National HQs

Members of NC Wing,

"There will be a temporary delay in membership card delivery as CAP transitions to a new source for card production. We anticipate resuming card shipments shortly after October 5th. At that time we will be able to process all requests for cards that have occurred during the entire period. In the interim, your members may obtain a temporary membership card in eServices under "My Info" >> "Review/Edit My Info" >> "Print Temporary Card".

We apologize for any inconvenience this transition may present."

Commanders, please ensure that your newly recruited members are aware of this and assist them in navigating their e-services to obtain their membership cards.

Relayed by: Col. Roy Douglass

NC Wing Officers Hold Impromptu Meeting in the Afghanistan

Bagram Air Base, Afghanistan - Two officers assigned to Civil Air Patrol North Carolina Wing Squadrons held an impromptu meeting at the main US Forces Support Base in eastern Afghanistan this month.

U.S. Army Lt. Col Jayson A. Altieri, the Chief of Future Plans for the 82nd Airborne Division and U.S. Air Force 1Lt. Jonathan M Swinarski, an Intelligence Officer assigned to the 455th Air Wing, met during a planning tour of U.S. Air Force units in Afghanistan. Both Altieri and Swinarski, assigned to the Fayetteville and Goldsboro Composite Squadrons respectively, have known each other for a couple of years.

Both officers support NATO's Regional Command (East), which is responsible all combat forces in eastern Afghanistan were some of the heaviest fighting with the Afghan Terrorists has taken place in recent months. Both officers work closely to ensure Coalition Airmen, Marines, Sailors, and Soldiers have the necessary tactical and intelligence support needed to win the war in Afghanistan.

"It was a nice chance to get together," said Lt. Col Altieri.. "I have known Jon since we worked together at the 2008 North Carolina Wing Encampment." He is a great Air Force Officer and CAP member. The fact that many CAP members volunteer twice, once to serve in CAP and then in the armed forces of the United States, demonstrates the high level of commitment our members have to the nation and their fellow man."

POC: PAO, Fayetteville Composite Squadron, CAP



Photo: CAP Lt: Col Jayson A. Altieri (L) and CAP Capt Jonathan M Swinarski at Regional Command (East) Headquarters, Bagram Airbase, Afghanistan

NTSB Report - Sylva, NC

14 CFR Part 91: General Aviation

Accident occurred Wednesday, August 26, 2009 in Sylva, NC

Aircraft: BEECH C24R, registration: N770DL

Injuries: 2 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 August 26, 2009, about 1400 eastern daylight time, Beech C24R, N770DL, was substantially damaged when it impacted trees and terrain near Jackson County Airport (24A), Sylva, North Carolina. The certificated private pilot and the pilot-rated passenger were fatally injured. Visual meteorological conditions prevailed, and an instrument flight rules (IFR) flight plan was filed for the flight, which departed from Creve Coeur Airport (1H0), St. Louis, Missouri, about 1020, and was destined for 24A. The personal flight was conducted under the provisions of 14 Code of Federal Regulations Part 91.

According to flight service station records, the pilot requested an abbreviated weather briefing and filed an IFR flight plan about 0945. He advised the briefer that the flight would be conducted at 9,000 feet, would be 3 hours in duration, and that the airplane had 5.5 hours of fuel onboard.

WINSTON-SALEM AIR SHOW SEPTEMBER 12-13

Without a large contingency of military personnel at your disposal, how does one pull off “The Largest Civilian Air show in North Carolina”? Just ask Steve Flippan, director of the Smith Reynolds Airport and director of the 2009 Winston-Salem Air show; he’ll tell you to enlist the help of your local Civil Air Patrol squadron. That’s just what Mr. Flippan did, and the 2009 Winston-Salem Air show was a great success! Nearly every member of the Winston-Salem Composite Squadron (MER-NC-082) volunteered in some regard from the seniors on the Air show Board, to the CAP display table, to the real workhorse of the show the cadets and the seniors who assisted them.

Preparations for the show had been going on since last year and several of our senior members were a part of it, and have been a part for many shows in the past even before becoming CAP members. A team of four F-15s in formation at low altitude wowed the crowd and many residents in Winston-Salem and surrounding areas. Capt. Eric Orgain organized the constant supply of drinking water, a vital service for the health and safety of all those participating in the show. Our Civil Air Patrol static display is an essential part of the show. Over 300-500 people sat in the cockpit of our Cessna 172 and learned about the many opportunities Civil Air Patrol has to offer to both adults and cadets. They gathered three pages of names, and emails, of people wanting to be contacted by the CAP. The seniors of our squadron faithfully manned the display table. Young people who were inspired by the many aircraft and the impressive aeronautical feats of the pilots came to the CAP display and realized that they can begin right now to make their dream of flying a reality with CAP.

In the two days over 20,000 people came to watch the spectacular air show. That’s a lot of crowd control. Add to the mix large aircraft such as the F-18, B-25, & C-123 moving through these crowds from static display to flight line and you have yourself a huge safety challenge. Maj. Ron Cheek commander of cadet operations for the air show knew the cadets of NC-082, with Cadet Commander Joel Woods in the lead, were up to the challenge. Of course to provide proper coverage there would need to be more cadets. The Iredell and Boone Squadrons answered the call to service as well as the North Forsyth AFJROTC. The Boone squadron under the capable command of Capt. Logel even stayed the night and all through Sunday, serving in any way needed to get the job done well. The cadets in addition to keeping watch along the flight line were called in whenever extra hands were needed to move aircraft or move crowds or even move lawn chairs if necessary. Occasionally the cadets would get an extra special assignment: C/Capt Josh Williams and C/1Lt Emily Bullock were given the honorable task by the 101st Army Airborne Parachute team of catching our American flag so it wouldn’t touch the ground. There was almost continuous action by single stunt planes, dual stunt planes and even four P-47s (WWII fighter planes) took turns showing their art of flying to the enjoyment of the crowd. Plus the fantastic Harrier jet and its unbelievable hovering ability combining with jet speed. The school bus powered by a jet engine was also a crowd pleaser.

And right beside the cadets, in the thick of it and behind the scenes were several senior members doing their part. They helped manage the all important communications system. Senior members could be seen on the flight line or anywhere cadets were working. Chaplain services for the team were provided each morning. 2Lt Leslieann Gourley along with Capt. Logel and Maj. Wishnietsky stayed the night with the cadet squadrons so they could stay late Saturday and rise early Sunday to get back to work. Maj. Ron Cheek did an amazing job providing for all the cadets needs such as plenty of water and suntan lotion as well as breakfast and lunch.

The 2009 Winston-Salem Air Show was a recognizable success in and of itself. But when one stops to consider the resources that the military has that civilians do not, it is nothing short of an amazing accomplishment. CAP proved to be an essential element of the show’s success. The Air Show director, as well as a number of individual pilots of the show planes, praised the work of the entire CAP especially the cadets as outstanding. It speaks well of them, as it was a mixture of squadrons who do not train together but their training shows by the way they worked together as a team.

2ndLt Leslieann Gourley Assistant PAO (MER-NC082)



Winston-Salem Air Show - Catch The Flag



Privately Owned Harrier Jet

In the glide...From AOPA Training Tips



Precious little of a powered-aircraft pilot's flight time is spent in true power-off gliding flight. Don't let that fact obscure the need to become completely at home with your aircraft's handling and performance in a glide as you train. Many pilot trainees first experience brief glides during normal landing approaches, when they idle the throttle after the runway is "made" and before roundout, flare, and touchdown. You can sample more extended glides when descending from cruise flight, but take care to avoid shock cooling of your engine. In any glide, use carburetor heat (see the July 10 "Training Tip") as recommended for your aircraft.

Another chance to learn about your trainer's behavior in glides is to experience some power-off approaches early in training. Power-off approaches can help improve all your landings, as was explained in the Jan. 5, 2007, "Training Tip," which also reviewed the control coordination requirements of glides, compared to powered flight. "Yes, it's just as easy to make power-on approaches at this stage. Nevertheless, judging the airplane's power-off glide potential is a valuable skill for students to have, especially if they must make an emergency landing someday. A second benefit is that this clears any lingering question students have about what would happen in the event of a powerplant failure, thus making for a student who is more confident and at ease," flight instructor and aviation humorist Rod Machado explained on AOPA Flight Training Online.

That "second benefit" he refers to will come in handy when you begin practicing simulated emergency landings in preparation for demonstrating the emergency operations task on your private pilot practical test. If it's necessary to glide a distance to reach your landing site, be sure to set up the recommended best-glide airspeed to satisfy the practical test task.

Power's off, but you're still too high on approach? Gliding may be combined with another maneuver, such as a forward slip. (See Chapter 8 of the Airplane Flying Handbook.)

Make learning how to get maximum gliding performance out of your trainer a goal as you work toward your pilot certificate.

NTSB Report - Sylva, continued from Page 9

A driver was scheduled to pick up the accident pilot and the passenger at 24A around 1300. As the driver waited for them to arrive, he heard the accident pilot announce his arrival over the airport public address system. The driver then observed as the airplane made an approach directly down the runway, but did not land. The airplane then went around and approached the runway a second time. He watched the airplane touch down on the runway, and then disappear from his view. He expected to see the airplane return toward the ramp area, but it did not. A short time later, the driver was advised by local authorities that the airplane had crashed.

A police officer was also waiting at the airport for another aircraft to arrive, when he observed the accident airplane make a low approach to the runway from the south, followed by a second approach. He lost sight of the airplane after the second approach, and was advised shortly thereafter that an airplane had crashed near the departure end of the runway.

An examination of the airframe and engine engine was scheduled for a later date.

The pilot held a private pilot certificate with ratings for airplane single engine land and instrument airplane. According to FAA records, as of July 2009, he possessed 1,223 total hours of flight experience. The pilot's most recent FAA third-class medical certificate was issued on January 10, 2008 with the limitation, "must wear corrective lenses."

Jackson County Airport is located 3 nautical miles southeast of Sylva, North Carolina, at an elevation of 2,857 feet. The single 3,003-foot-long by 50-foot wide runway is oriented in a 15/33 configuration. A 300-foot drop-off is located about 300 feet beyond the runway 33 departure end.

The 1400 weather observation at Macon County Airport (1A5), located about 12 nautical miles southwest of the accident site, included winds from 200 degrees at 3 knots, 10 statute miles visibility, scattered clouds at 9,000 feet, temperature 28 degrees C, dew point 17 degrees C, and an altimeter setting of 30.18 inches of mercury.



FOR IMMEDIATE RELEASE

CIVIL AIR PATROL NATIONAL HEADQUARTERS

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Sept. 11, 2009

Civil Air Patrol pilots to fly ‘Surrogate Predators’

Modified Cessnas will be used to help train deploying Army, Marine forces

MAXWELL AIR FORCE BASE, Ala. – With the conversion of a Civil Air Patrol plane into a “Surrogate Predator,” the U.S. Air Force is relying on its auxiliary in a most imaginative way.

“We’re using a manned aircraft to simulate an unmanned aircraft,” said CAP-U.S. Air Force Commander Col. Bill Ward, explaining that a sophisticated “Predator ball” placed under the left wing of a Cessna 182 belonging to CAP will give the plane the capability of mimicking the Air Force’s MQ-1 Predator and MQ-9 Reaper, unmanned aircraft that provide real-time data to U.S. warfighters.

The Air Force will use the Surrogate Predator to fill a critical training gap in support of Army and Marine forces as they prepare for deployment. “Due to the Air Force maximum surge effort to provide more MQ-1 Predator and MQ-9 Reaper support to ground units in CENTCOM, there are no Predator or Reaper forces available to support pre-deployment exercises such as Green Flag, which focuses on air-to-ground operations,” said Maj. Matt Martin, chief of the Predator/Reaper Ops Branch of Air Combat Command at Langley Air Force Base, Va. “The Surrogate Predator is the solution.”

Air Combat Command (ACC), with the support of Joint Forces Command, secured \$2.5 million for the Surrogate Predator Program, once it was determined that CAP could provide the needed training with its dedicated patriotic citizen volunteers at a fraction of the cost of the private contractor currently providing the training.

“We’ve seen nothing but enthusiasm and a willingness to help from the Civil Air Patrol, which is why we chose them to do this mission,” said Martin.

With the Predator ball in place, the CAP plane-turned-Surrogate Predator has the capability of locking onto a target and tracking it, said Ward, adding that the ultimate goal is to broadcast streaming video. “This will give our soldiers and Marines a real-time view of what is going on,” he said.

Beginning this month, ACC will provide mission training to selected CAP crews at Fort Polk, La. “ACC experts will train the CAP crews on how to do the mission using the same tactics, techniques and procedures that Predator crews use on combat missions,” said Martin.

“Basically, we will imitate being a Predator,” said Capt. David Lewis, the Louisiana CAP project officer and one of six CAP pilots initially chosen for the program, who described the joint exercises like Green Flag as “the next big thing for CAP in homeland security and the defense of our country.”

Lewis and the other CAP pilots have prior military experience, which is a requirement for the program. The pilots and their aircrews – a cadre of 18 CAP volunteers in all – will be needed, in the program’s initial stages. Many more CAP volunteers will be involved as the program expands in the coming months. The ACC mission training will qualify them to provide air interdiction, close air support and intelligence/surveillance/reconnaissance support to ground forces. After a formal certification, these crews will be able to fly realistic Surrogate Predator missions. ACC will closely monitor the program and will use Air Force operators with real-world Predator or Reaper experience to assist.

“This initial cadre will then train the dozens of crews that will be needed to sustain our regular Green Flag support,” said Martin. A second airplane is already being modified to expand the Surrogate Predator Program. Once complete, CAP will be able to provide coverage for both Green Flag East exercises from Fort Polk, La., and Green Flag West exercises from the National Training Center at Fort Irwin, Calif., close to where the second Surrogate Predator will be stationed in Las Vegas, Nev.

Green Flag exercises typically involve 11 days of flying, eight hours per day, at least 10 times per year, and “hunter-killer scenarios,” in which the Surrogate Predator starts by surveying targets and providing full-motion video to the brigade combat team. “Once a target is identified by the ground commander as hostile,” Martin said, “the Surrogate Predator will dynamically re-task into the strike role and coordinate with a forward air control to simulate the delivery of precision ordnance onto a target.”

Lewis foresees the potential of the Surrogate Predator for other CAP missions, like search and rescue and emergency services following hurricanes. “In the event of a natural disaster, the aircraft will certainly be made available to NORTHCOM for civil response purposes,” said Martin. “However, due to the expense of the aircraft and the need to keep them available to support joint exercises, we don’t anticipate using them to train for standard CAP missions.”

“Everyone involved is excited,” said Col. John Varljen, vice commander of CAP’s Southwest Region, which includes Louisiana Wing. CAP takes possession of the first Surrogate Predator this weekend. “This is an important mission, a real-world mission,” said Varljen. “It is our contribution to the war effort.”

Homeland security missions are nothing new to CAP, which has played a role in protecting America since its beginning days patrolling the Atlantic Coast for enemy aircraft and chasing German submarines during World War II. With its fleet of 550 aircraft, as well as numerous ground assets, and a force 58,000-strong, CAP is considered a force multiplier at a very attractive cost.

“The Civil Air Patrol is grateful for this new opportunity to aid in the defense of America,” said CAP National Commander Maj. Gen. Amy Courter. “Our members are true patriots, who volunteer to serve and professionally execute their duties with excellence every day. They truly go above and beyond the call of duty in service to this great nation.”

Ward predicts the Surrogate Predator Program will be “a real success story” for Civil Air Patrol. “I think it’s going to highlight CAP more than it already is to the Department of Defense,” he said.

Civil Air Patrol, the official auxiliary of the U.S. Air Force, is a nonprofit organization with 58,000 members nationwide. CAP performs 90 percent of continental U.S. inland search and rescue missions as tasked by the Air Force Rescue Coordination Center and was credited by the AFRCC with saving 91 lives in fiscal year 2008. Its volunteers also perform homeland security, disaster relief and counter-drug missions at the request of federal, state and local agencies. The members play a leading role in aerospace education and serve as mentors to the more than 23,000 young people

currently participating in CAP cadet programs. CAP has been performing missions for America for more than 67 years. For more information on CAP, please visit www.gocivilairpatrol.com.

Caption for photo:

A Predator sensor ball is mounted underneath the left wing of this Civil Air Patrol Cessna 182, turning the aircraft into a 'Surrogate Predator' suitable for pre-deployment training for Army and Marine forces.

Photo by Lon Carlson, L-3 Communications



New NC Wing Director of Operations

Lt Col Jeff Willis submitted his resignation as DO due to increased work demands and his decision to seek a second Bachelor's Degree in Criminal Justice. Jeff will remain as head of Counterdrug and Homeland Security on the Operations staff. We thank Jeff for his efforts as DO and wish him every success in doing well in school and achieving his degree.

At the recent Staff Meeting an announcement was made that Lt Col Dave Crawford will assume the position of Director of Operations effective 12 September 2009. Dave served in the past as DO and he brings a wealth of knowledge, experience and talent to this position.

John Kay, Maj, CAP
Chief of Staff
North Carolina Wing

Carolina WingSpan Guidelines

- *E-mail article and attachments to: carolina.wingspan@ncwg.cap.gov.
- * Send story in the body of an 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 and brief description [e.g., “Lizzard Lick Comp Sq: Senior member honored for AE contribution”]
- * Always include author’s contact info: name, unit/wing, phone, e-mail, etc. Anonymous articles will not be published.
- * If you 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 the 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 in color. Do not add any special effects.
- * Provide detailed cutline 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, grainy, 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.

SEND SUBMISSIONS TO:
carolina.wingspan@ncwg.cap.gov



COMING SOON!

MER FALL SAFETY BLITZ

OCTOBER 1 – NOVEMBER 10, 2009

HOT BUTTON ITEMS:

- ✓ SAFETY DOWN DAY
- ✓ MISHAP REVIEW
- ✓ MISHAP REPORTING
- ✓ SEASONAL SAFETY PREPARATION
- ✓ ANNUAL SAFETY SURVEY
- ✓ VEHICLE INSPECTIONS
- ✓ AIRCRAFT INSPECTION
- ✓ ORM REVIEW

The Middle East Region Commander has designated the period from 1 October 2009 through 10 November 2009 to be an interval of special emphasis on safety with refresher training for all CAP personnel. The time period selected for the MER safety emphasis overlaps that selected by HQ CAP / SE for conduct of the mandatory wing operational “down day” for safety emphasis and training.

The North Carolina Wing Commander has designated this activity as a 100 percent compliance event. All NC Wing units shall participate and report activities in echelon.

Details to follow!



North Carolina Wing Member earns French Parachute Wings

Gueblange Drop Zone, France – CAP Lieutenant Colonel Jayson A. Altieri, a US Army Officer assigned to Combined Joint Task Force-82 (CJTF-82), currently deployed to Bagram Air Base Afghanistan, recently participated in a joint French-U.S. Airborne operation as part of Mission Readiness Exercise (MRX) supporting the deployment of a French Brigade to Afghanistan this fall.

Deploying from Afghanistan, Altieri and seven other officers from CJTF-82 deployed to Mailly-le-Camp, France to the Centre D'Entrainement Au Combat (Combat Training Center). The US Team working with their French counterparts conducting mission planning and command and control of the French 21st Mountain Brigade, slated to deploy to the Kapisa Province of Afghanistan. The brigade is composed of both regular French Army and French Foreign Legion Soldiers. The French unit will deploy for approximately six months. Following the end of the ten day exercise, the CJTF-82 Team moved to Dieuze, near the French city of Nancy, and conducted pre-jump parachute training with the French 13th Dragoon Parachute Regiment, a cavalry unit that traces its lineage to the late 1600s, which now conducts airborne reconnaissance missions around the globe. After a short flight from the Nancy airport the US and French paratroopers exited their CSAS 235 aircraft over the Gueblange Drop Zone, a few miles from the 13th Dragoon Headquarters.

Following a successful exit from twelve-hundred feet, both the CJTF-82 team and their French hosts rallied at the Dragoon's Officers Mess for a ceremonial lunch and the US paratroopers were presented French Parachute Wings by the Regimental Commander of the Dragoons. Besides Lieutenant Colonel Altieri, the other US Soldiers awarded the coveted French wings were Colonel Rodolfo Villarreal; Lieutenant Colonels Allen McCormick and Robert J. Neitzel; Majors Gil Cardona and John M. Hubbard; Captains Aimee M. Hemery and John J. Melo; and Chief Warrant Officer Four Stephen C. Madrid.



LTC Jayson A. Altieri, at the Nancy Airport prior to a joint French-US airborne operation.



Lt Col Jayson A. Altieri (far left) and fellow US and French paratroopers over the Gueblange Drop Zone in France.

Photos courtesy of CW4 Stephen C. Madrid, US Army

North Carolina Wing conducts Senior Leadership Training and Planning meeting. Staff members plan strategies for future encampments

Maj. Conrad F. D'Cruz
Deputy Director of Public Affairs
North Carolina Wing

North Carolina – Twenty-two staff members from the North Carolina Wing gathered at the National Guard Training Center located at the Fort Fisher Air Force Recreation Center, for a three day senior leadership training and planning meeting from September 18-20, 2009. The primary goal of the meeting was to conduct strategic planning sessions for future wing encampments.

North Carolina Wing Commander, Col Roy Douglass kicked off the meeting with a lessons-learned session which consisted of a review of the staff After Action Reports from the 2009 encampment. North Carolina Wing Vice Commander, Lt. Col. Paul Meade served as the meeting facilitator. Also present at the meeting was NC Wing Chief of Staff, Major John Kay and several other senior staff members. Capt. Brinkley Church (USAFR) and TSgt Randy Dean (USAFR) represented the Air Force at the meeting.

After focusing on the positive feedback, successes and accomplishments of the 2009 encampment, the group participated in a brainstorming session to identify areas for improvement in the pre-encampment planning and the post encampment review. The staff members then participated in two breakout sessions to further explore some of the areas identified for improvement. Col. Douglass commissioned a task force consisting of seven members to review all the feedback from the meeting and create the draft of the wing encampment supplement which will be presented at the NC Wing Commander's call in November.

After the encampment planning session concluded, 1st Lt Jim Thomasson, North Carolina Wing Director of Professional Development presented the plans for the Unit Commanders Course to be held in October. The feedback from the assembled staff members will be incorporated to provide dynamic scenario based training at the UCC.

The meeting was organized by Lt Col Lucy Davis, Director of the Civil Air Patrol Division of NC Crime Control and Public Safety with support from North Carolina Wing Administrator 1st Lt Kathy Gaddy.

Reflecting on the effectiveness of the meeting, Col. Douglass said, "Our weekend was extremely productive, and as always, the superb talent that our members bring to these sessions is very much appreciated. I sincerely commend all personnel at the session for their individual and collective contributions, and especially to Lt Col Meade for keeping us on track to our ultimate objective of the session. We should have a very useable "roadmap to success" when the supplement is finalized. Thanks again to Lt Col Davis for making our training session possible and to Ms Gaddy for her invaluable assistance in the admin and logistics of the session, and thanks to all who traveled safely from far and near to assist in enhancing our cadet program as well as the overall professionalism of our membership."

... Continued from Page 18



NC Wing Vice Commander, Lt. Col. Paul Meade served as the facilitator for the Senior Leadership Training and Planning meeting. The meeting held at Ft. Fisher allowed senior staff members to review the 2009 encampment After Action Reports and plan for future NC Wing encampments.

Photographs by Maj. Conrad F. D'Cruz



NC Wing Commander, Col. Roy Douglass kicks off the Senior Leadership Training and Planning meeting. The meeting held at Ft. Fisher allowed senior staff members to review the 2009 encampment After Action Reports and plan for future NC Wing encampments.



1st Lt. Jim Thomasson, NC Wing Director of Professional Development displays the brochure for the Middle East Region Staff college to be held in June 2010.



Johnston Co. Senior Member Receives Promotion

Smithfield, N.C.—Mr. Tony Creswell, a senior member with the Johnston County Squadron, Civil Air Patrol was promoted Tuesday night, September 22, to the grade of Second Lieutenant. Lt. Creswell was promoted by the Squadron Commander, Captain Jerry Simmons, and assisted by the Squadron Deputy Commander, Lt Col Pat O’Neal. Lt. Creswell has been a senior member of Civil Air Patrol since February of 2009. He currently serves as the squadron’s Safety Officer. In order to be promoted, Lt. Creswell successfully completed the CAP Level I training course as well as the CAP Cadet Protection Program Training course. Lt. Creswell is currently works as a self-employed brick mason, and is the son of Tommy and SueLynn Creswell of Benson. The Johnston County Cadet Squadron meets Tuesday evenings from 7:00 p.m. to 9:30 p.m. at the Johnston County Airport. To learn more about the Johnston County Cadet Squadron, visit Donald A. Beckett, Lt Col, CAP PAO Johnston Co. Comp. Sqdn.



TWO NC082 MEMBERS INVOLVED IN A FIND WHILE AT ICS300 CLASS

Major Steve Mann and C/SMSGT Josiah Gourley went to Burlington Wing Headquarters to take the FEMA ICS300 course. This course is required for several Emergency Services Positions and is offered several times a year at different locations. While at the Wing headquarters an ELT (Electronic Location Transmitter) was picked up and reported. After going through the proper channels an official Air Force Mission number was assigned and a team was selected to search for the ELT. Almost all aircraft carry ELTs that will be set off when a plane crashes and using Air Search and Rescue aircraft and/or ground search teams are sent to track down the ELT.

Unfortunately there are many false alarms due to many reasons. A hard jolt, and accidental bump of the ELT are the more common causes. Some of these are ELTs that for some reason have been removed from the airplane and are some times found in basements or garages at home where the owner took them for storage and accidentally set them off. When an ELT does activate, it must be tracked down as it could possibly be coming from a downed aircraft.

ELTs are also carried aboard many boats and there are some accidental setting off of ELTs aboard boats, but just as in an airplane they must be tracked down as it could be coming from a boat in distress. While the Coast Guard usually tracks down those aboard boats, the Civil Air Patrol does occasionally get involved with those also. All of the members of that team received credit for the find, which is an excellent learning experience for all involved. Congratulations to both for completing the ICS300 course but on being a part of the team that made the official find of the aircraft with the ELT that had accidentally been set off.

SM Gene Clodfelter NC082 PAO

Another safe and successful Aircrew Wilderness Survival training conducted in the mountains.

20 Officers and cadets from Asheville and 2 Officers from Shelby Squadron departed (In the RAIN) for the picturesque and scenic DuPont State forest to play victims of a plane crash. Oh, did I mention it was raining.

The cadet staff began setting up the orienteering course while the students started building improvised emergency shelters out of native materials and with only the bare materials that are in a standard 24hr pack, that would be their homes for the weekend.

It is still raining by the way. The only lull in the weather came during a freakish break in the clouds and the presence of something called the SUN that allowed our diligent aircrew to expertly fly in and provide some outstanding ground to air signalling and vectoring practice. Well done.

Then it started raining again and of Monday morning it was still raining. All of the students and staff continued bravely into the elements and accomplished all of the goals and lesson plans that were put in front of them. I even created some simulated casualties to try and hinder their performance, but I was wrong if I thought that would slow anyone down. From a broken back to a broken hand and jaw, everyone demonstrated the proper first aid and exemplified the Semper Gumby attitude and dealt with it.

During the MONSOON that struck at around 0200 it quickly became evident that some improvised shelters were constructed sturdier than others and the wet and cold ones sought better shelter elsewhere. Lesson learned.

Sunday morning broke and the few who stayed dry could boast and poke fun at those that,,,,,,well let's just say,,,,didn't stay dry.

All in all everyone eventually dried out and regained the warmth in their extremities with no lost limbs or digits. Moral stayed high during the entire weekend.

I want to thank everyone who helped plan and conduct the class for the time it took out of their daily lives.

To the students and staff who attended, No amount of praise is enough to communicate the amount of pride I have for each and every one of you. No one made you come and suffer in the wet and cold. All of you volunteered to take a weekend off from your lives and attend some,not so pleasant training. By doing so you proved the level of dedication and commitment that you have to this unit and country.

My SOGGY hat goes off to each and every one of you.

Merlin Phillips Maj. CAP.
Emergency Services Officer.
Asheville Composite Squadron.
Cell: 828-216-7688



CLC COURSE SPONSORED BY THE BOONE SQUADRON

Sloshing through the rain and fog 8 senior members made it to Boone to the CLC training sponsored by the Boone Squadron. While the weather wasn't very good the course was excellent. The instructors covered the material very well and there was good participation by those attending. The schedule was followed as well as any class I have ever attended. We had participation from Winston-Salem, Raleigh, Randolph County and Asheville. We all have a better understanding of the relationship between Wing and national and the parts that they play in the overall makeup of the Civil Air Patrol. As had been done in the Winston-Salem Air Show the week before close cooperation between different squadrons was formed that can do nothing but help the organization in its overall service to our area, state and country. The contacts made can do nothing but draw our separate squadrons closer together. The sharing of thoughts and ideas made this class special. Captain Seth Norris of the Boone Squadron did a great job in setting up the class.

Captain Norris expressed, "It was a rewarding experience to develop relationships with other CAP members and better understand how we can use the principle of relationships to become more effective members within the corporate model of Civil Air Patrol. I would like to thank the participants, the instructors, and our Wing Professional Development Officer, Lt. Jim Thomasson, for the collective effort that made this course a success. The Boone Composite Squadron is eager to partner with the Wing on future professional development opportunities."

Those in attendance were:

SM Gene Clodfelter NC082 - Winston-Salem Composite Squadron
Captain Robert Logel, NC153 - Boone Composite Squadron
Senior Member Ralph Patterson, NC019 - Asheville Composite Squadron
2nd Lieutenant Mark Pickel, NC019 - Asheville Composite Squadron
2nd Lieutenant Jacob Summey, NC-107 - Randolph Composite Squadron
Captain Ki Tae Sung, NC-137 - South Piedmont Senior Squadron
Captain Terri Zobel, NC850- Southeast Raleigh Magnet HS Composite Squadron
2nd Lieutenant Bridget Bryant, NC850 - Southeast Raleigh Magnet HS Composite Squadron

Director:

Captain Seth Norris, NC153 - Boone Composite Squadron

The Instructors were:

Captain Chris Linker
Major Sankey Blanton
Lt Col David Ritter
Lt Col Bill Fleming

SM Gene Clodfelter NC082 PAO Reporting For The Boone Composite



Maj Sankey Blanton Instructs at CLC

HOW CAN WE MAKE IT BETTER?

Carolina WingSpan was created to fill a void. Only a small percentage of senior members were signed up for CAPNC so it was difficult for the left hand to know what the right hand was doing: what had they accomplished, what is going on out there in the trenches.

Your newsletter began its life in September 2005. (Do I Hear a Happy Birthday) It was a struggle during the early years to develop enough interest to fill the pages. Time was when we ended up pulling articles from CAPNC. But since the great server crash of 2009, the rolls of CAPNC are now reaching a very high percentage of our membership. So less material is drawn from this source.

This issue lists guidelines (see Page 15) for article and photo submission. A rough estimate of the time it takes for completion of a single issue is, on average, 10-12 man hours. Now if that's all that your editor had to do all month long, it wouldn't be a big deal. But your editor also serves as Director of Public Affairs for the NC Wing, so there is considerably more involvement than is readily apparent. Guidelines, of course, are suggestions. If you want your story to be published, then it behooves you to follow them.

A current means of keeping track of actual readership doesn't exist, but we would like to know if we are reaching **some** of you. The question comes to mind, "Does the NC Wing really need a newsletter?" We believe that it does! What do you think? Please let us know.

1. What changes, if any, are needed to make Carolina WingSpan a better publication?
2. Is each issue too long? Or too short?
3. Are the guidelines too complicated? What do you suggest?
4. Should we continue to publish non-CAP articles such as the AOPA tips or articles from. "Over The Air Waves? Should we include NTSB reports of air crashes in NC?
5. If you were the editor, what would you do to make it better?

OK, here's your challenge: Copy and paste these questions and respond to them in an Email sent to: carolina.wingspan@ncwg.cap.gov. We will be indebted to each one of you responding.

Don Penven, Capt, CAP
Editor

NTSB Report--Flat Rock, NC

Accident occurred Thursday, September 10, 2009 in Flat Rock, NC

Aircraft: BEECH A36, registration: N888WD

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 September 10, 2009, about 1415 eastern daylight time, a Beech A36, N888WD, registered to a private individual, collided with trees then terrain in a residential area near Flat Rock, North Carolina. Instrument meteorological conditions prevailed at the time and no flight plan was filed for the 14 Code of Federal Regulations (CFR) Part 91 personal, local flight, from Asheville Regional Airport (AVL), Asheville, North Carolina. The airplane was substantially damaged and the certificated private pilot, the sole occupant, was killed. The flight originated from AVL about 1405.

National Transportation Safety Board (Safety Board) review of the AVL air traffic control tower (ATCT) voice tapes revealed the pilot of N888WD contacted ground control and advised the controller that he wanted to fly locally for a short period of time and also wanted to fly some instrument approaches if he could. The controller questioned what type of approaches and the pilot replied that he wanted to fly an extended pattern and he was not interested in performing any instrument landing system (ILS) approaches. He also stated that he wanted to do a couple landings and fly towards Hendersonville and then return. The pilot was cleared to taxi to runway 34 and advised automated terminal information system (ATIS) Victor was current. The controller asked the pilot to clarify his intentions and he informed her that he would like to leave the traffic pattern and fly around Hendersonville for 10 to 15 minutes then return to AVL. The controller provided departure instructions indicating after departure fly runway heading, departure frequency was 124.65 MHz, discrete transponder code 0210, and to advise her when he would like to depart the traffic pattern. The pilot acknowledged the transponder code.

Further review of voice tapes from AVL ATCT revealed the pilot advised the tower controller that the flight was ready to depart. The tower controller advised the pilot that the flight was cleared for takeoff from runway 34, and to fly left traffic at or below 3,600 feet mean sea level (msl), and the winds were calm. The pilot responded correctly acknowledging the left traffic and altitude restrictions. Approximately 1 minute 12 seconds after the flight was cleared to takeoff the pilot contacted the controller and asked whether he could fly left traffic at 3,000 feet msl. The controller approved the pilot's request at or below 3,600 feet msl, to which the pilot did not respond. The pilot again contacted the controller 1 minute 53 seconds after the flight was cleared for takeoff and advised that he wanted to extend the downwind leg and fly to Hendersonville for a few minutes and that he would like to leave the traffic pattern. The controller replied that he was approved to extend the downwind leg but to stay with her due to traffic (Cessna type airplane) on a seven mile final and to report that traffic in sight. Approximately 7 seconds later the controller again informed the accident pilot of the traffic location and the pilot responded with no joy. The controller then informed the Cessna pilot of the location of the accident airplane and also that the accident airplane was flying at 3,200 feet msl. The Cessna pilot responded that he was just emerging from the clouds. Approximately 3 minutes 18 seconds after the accident pilot departed the tower controller coordinated with Asheville Approach Control the intentions of the accident flight. Air traffic control communications were then transferred to Asheville Approach Control.

Safety Board review of voice tapes from Asheville Approach Control revealed the pilot contacted the facility and informed the controller that he was flying at 3,100 feet msl. The controller informed the pilot that the flight was radar identified, to maintain visual flight rules (VFR), turn left heading 090 degrees for a vector across final approach towards Hendersonville. The pilot correctly acknowledged the heading and approximately 1 minute 22 seconds after the pilot's initial call, the controller informed the pilot that he would appreciate it if he could resume his own navigation on course towards Hendersonville, and to report the Hendersonville Airport in sight. The pilot responded that he was flying around the city a little bit and was trying to stay below the clouds. Approximately 1 minute 5 seconds later the pilot informed the approach controller that he wanted to return to AVL. After confirming the pilot's intention to return to AVL, the controller advised the pilot to fly heading 150 degrees for vectors for sequence. The controller informed the pilot of traffic, and then advised the pilot to turn right heading 160 degrees and again informed him of the location of traffic. The pilot was then vectored to fly heading 250 degrees which he acknowledged, and again informed the accident pilot of the location of traffic, to which he responded no joy. Approximately 6 minutes 17 seconds after the pilot's first contact with Asheville Approach Control, the controller advised the pilot to fly heading 340 degrees and advise the AVL airport in sight; the

pilot acknowledged the heading. A controller turnover briefing occurred during which time the controller being relieved informed the relieving controller that the accident airplane was advised to fly heading 340 degrees and to report AVL in sight. The new controller asked the accident pilot if he was capable of tracking the localizer to which there was no response. The controller broadcast several times the call sign of the accident airplane but there was no response. The approach controller informed on the frequency that radar contact was lost with the accident airplane.

An individual who was outside of his residence which was approximately 729 feet east-northeast from the accident site reported hearing a very loud constant engine sound with no variations in rpm which lasted for approximately 4 seconds. He then heard a loud boom type sound and called 911. He reported that at the time of the accident there was fog in the area.

The Fire Chief from the Blue Ridge Fire and Rescue who responded to the scene also reported fog.

Preliminary examination of the accident site which was located approximately 10.86 nautical miles and 166 degrees from the approach end of runway 34 revealed the airplane impacted trees then the ground. The elevation at the accident site as determined by a handheld global positioning system (GPS) receiver was 2,809 feet msl. The main wreckage consisted of the fuselage; both wings, the horizontal and vertical stabilizers were separated but found in close proximity to the main wreckage. All components necessary to sustain flight were found in close proximity to the main wreckage; there was no evidence of a pre or post impact fire.

A surface observation weather report taken at AVL at 1354, or approximately 11 minutes before the accident flight departed indicates the wind was from 170 degrees at 10 knots, the visibility was 10 statute miles, overcast clouds existed at 1,500 feet above ground level (agl), the temperature and dewpoint were 18 and 15 degrees Celsius, respectively, and the altimeter setting was 30.25 inches of Mercury.