



Carolina WingSpan

The Official Newsletter of the
North Carolina Wing
Civil Air Patrol
U.S. Air Force Auxiliary

MAY 2010

Featured This Month:

MER-SAR College

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“Groundpounder”



Ft. Pickett Flightline



FOR IMMEDIATE RELEASE

NORTH CAROLINA WING CIVIL AIR PATROL

Citizens Serving Communities: Above and Beyond

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



SPECIAL NOTE TO GROUP COMMANDERS...

Don't be bashful. Let the rest of the Wing know about the special things happening in your group. The staff of Carolina WingSpan will hold a page open for each group, but we need to hear from you by the deadline for publication...the 25th of every month.

SEND SUBMISSIONS TO:
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Cover Photos:

Photo #1: C/2nd Lt Cameron Horner, MER-NC-022 Burlington Composite Squadron,--"Groundpounder"
Photo by: Maj Brian Buczkowski, MER-NC-143 Johnston County Cadet Squadron

Photo #2: Ft. Pickett Flightline
Photo by: Capt. Don Penven, MER-NC-001 Director of Public Affairs

After Action Report: Middle East Region Search And Rescue College

May 21, 2010

By: Capt. Don Penven
MER-SAR College PIO

Ft. Pickett, Blackstone, VA – If only the walls of those aging World War II barracks could talk, what wonderful stories they would tell: Tales of triumph and defeat, of troops preparing for war and now troops training to maintain the peace.

This site began as a base for the Civilian Conservation Corps, but in 1941 the U.S. Army eyed it as an ideal spot to train young men and women in preparation for the war that was rapidly moving closer to our shores.

Today Ft. Pickett remains a sprawling campus—much of the 45,867 acres stretching into four different Virginia counties remain intact. It bears the name of Confederate Maj. Gen. George Pickett, who is best remembered for his participation in the futile and bloody assault at the Battle of Gettysburg that bears his name, Pickett's Charge.

Ft. Pickett is now the home of the Virginia Army National Guard. As you drive along the main drag, Military Road, one passes row upon row of M-60 tanks, Bradley Fighting Vehicles and HumVees.

Early during the week of May 10-16, Civil Air Patrol members representing wings from the Middle East Region began arriving as participants in what turned out to be the largest, best attended search and rescue training session the region had ever experienced. The early birds would be attending classes in Crisis Intervention Stress Management (CISM), followed on Thursday by the arrival of a contingent of MER-SAR College staff members. Many more staff and trainees began signing in on Friday, May 14th.

In all, some 263 volunteers, 28 aircraft and 60 ground vehicles representing the seven wings of the Middle East Region were on hand for what many enrollees described as the best run, most rewarding training opportunity ever offered to these CAP volunteers.

MER Director of Operations, Lt. Co. Jay Langley served as Program Director and "Dean" of the SAR College, and the results of his many months of intense planning began to take shape. The curriculum included classes for mission pilots (basic and advanced), mission scanners and observers, ground team leaders and members. Specialized training was offered for ARCHER Trac operators as well as classes on flightline marshaling, ICS300, ICS400, G1000 (glass cockpit) and CISM.

Incident Commander, Col. David Carter, VA Wing Commander, said at an early briefing on Saturday morning that this program will afford MER members a great opportunity to experience what it is like for members to work more effectively with members from other wings. "A day may come when inter-wing cooperation is a must, especially if a major disaster, natural or man-made, falls upon our region," Parker said.

Lt. Col. David Crawford, Co-Director of the program released the following statistics: "Our 28 aircraft flew a total of 222.3 hours with 121 sorties. These missions included disaster relief drills and missing aircraft searches. Ground teams completed 39 missions that included a number of ELT searches."

Feeding over 260 people was no simple task. Langley spent most of his weekend in the chow hall, aided by his wife Tracie and a dedicated kitchen staff. "No way can you call this 'Fast Food,'" one diner remarked.

Another satisfied student said, "This beats any institutional food I've ever experienced." The Ice cream sundaes and strawberry shortcake certainly added to the fare offered. Even the cadets experienced a special treat for lunch one day—Meals Ready To Eat (MREs).

Binding everything together was a communications system on loan from CAP's National Technology Center. UHF-band hand-held radios were issued to all staff members, and on Friday night they facilitated actions that prevented what could have been a very "shocking" situation. At about 9:00 p.m. "Hurricane Base," the emergency alerting system of Ft. Pickett's range control office, broadcasting on UHF, sent a message indicating that a severe thunderstorm was expected to pass just North of Ft. Pickett.

Maj. John Payne, MER SAR Logistics Officer and member of the VA Wing, checked radar images and realized that a second, more severe thunder storm was on a direct line to Ft. Pickett. Payne initiated an alert over the UHF radio system. "It was obvious that we were going to get hit in a very short period of time," Payne said.

Lt. Col. John Maxfield, Mission Safety Officer and member of the NC Wing, realized that the ground teams participating in the exercise were camped in the field training area. Maxfield alerted his safety team consisting of Majors Dan McCollum, Bob An-nehiarico (NC Wing members) and Air Force Maj. Jeff Moore and it was decided to recall all members in the field.

At about 11:15 p.m. the storm moved in. Lights flickered, and then went out for a brief time. "...And then it cut loose," Maxfield said. "Cloud to ground lightning was fierce and seemed to be centered to our Northeast, up near the field training area."

"The quick action by our staff may have averted what could have been a serious problem," said incident commander Col. Carter. "But regardless of the consequences for making the decision to withdraw our people, the correct decision was made and everyone involved in this issue did a commendable job, and they all have my personal thanks." Carter said.

Just as MER SAR College 2010 was becoming a fond memory, it was learned that the CAP National Operations Center had authorized a mission to the Gulf Oil Spill. The GA-8 Air Van that flew practice missions at the exercise, and that was based in South Carolina with two pilots and two ARCHER Trac operators, was preparing to fly to a base in Alabama as this article was being written.

According to Col. Hartsell Rogers, SC Wing operations director, volunteers for this mission included Capt. Julian (Mac) Hill, Sumter Squadron, aircraft commander; Capt Shawn McComas, mission pilot, Raleigh-Wake Squadron (NC Wing); and ARCHER Trac Operators Capt. Bill Yarborough, and Lt. Col. Dave Caraway, Florence Squadron. Hartsell noted that this team is operating out of Mobile, AL, and is fulfilling missions assigned by the US Coast Guard.

According to program director Langley, McComas, a commercial, instrument-rated pilot, received his GA-8 certification at the MER SAR College this past weekend.

The aircrew will be tasked with providing high resolution aerial photos documenting the position and movement of the oil slick resulting from an explosion of a deepwater drilling platform in the Gulf of Mexico.

Col. Joseph Vasquez, MER Commander said, "I am bursting with pride at the professional dedication exhibited by our MER members. Those who attended the SAR College give full meaning to the Core Values of CAP and their volunteerism sets a benchmark for others to follow. I am especially pleased with the fact that this event was conducted from start to finish without one reportable safety-related incident! And my thoughts and prayers are with our mission aircrew flying over the Gulf. God-speed gentlemen, and come home safely."



Classroom In The Rough, Cadets Complete Lessons At Field Campsite

Col. Joseph Vasquez, MER Commander
Photo by: Col. Larry Ragland, MER Deputy Commander



Air Boss, (Red Shirt) Maj. John Henderson, MD Wing, Briefs Aircrews

Ground Team Searching For ELT

Photos by Capt. Don Penven Mission PIO

MER CV AND NCWG CC SPEAKERS AT LUNCHEON

Col Roy Douglass and Col Larry Ragland Contributed to This Article

Photos by Mr. Paul Stiller

Sanford, NC. On 25 May at the luncheon meeting of the Association of Naval Aviators (ANA) in the Clubhouse of Carolina Trace, Col Roy Douglass, NC Wing/CC presented a briefing of the history of Civil Air Patrol (CAP) and today's modern CAP, including the organization's CAPabilities. Col Larry Ragland, MER/CV, was also in attendance observing the presentation as Col Douglass' OE Mentor.

Col Douglass first spoke about the history of CAP and today's Civil Air Patrol. Then Col Douglass gave details about the three missions of CAP – Aerospace Education, Cadet Programs and Emergency Services. Col Douglass definitely went on the high wire with no net, as the presentation had to be done without his prepared Powerpoint slides since the projector provided by the club blew a bulb. A backup projector was provided later and the group did get to see the slides.

The luncheon was attended by 20 members of the ANA and presided over by Mr. Carl Woodard who is the current Executive Officer and former Commander of the Carolina Blue Squadron of the ANA. Mr. Woodard stated in a message that *“the presentation was outstanding.”* and *“Most of us had little knowledge about CAP and learned a lot. Not having the projector initially turned out to be a blessing in disguise. The additional information, discussions, questions and responses were so worthwhile. The high level of interest was obvious. In fact several members kept our speakers tied up after the meeting for a considerable time as they sought more details.”*

This presentation was the second of two presentations by Col Douglass that are required for his master rating in Organizational Excellence. His first presentation was to the US Naval Academy Alumni Association at their luncheon meeting in February 2010.



Col. Douglass presents slideshow



Col. Ragland addresses group



L-R: Col. Roy Douglass, Mr. Carl Woodard, Col. Larry Ragland

From The Middle East Region

Celebration Prom and Graduation 2010



The facts paint a clear and sobering picture. Alcohol-related injuries claim the lives of more than 5,000 teens every year. Use the following information to let your community know there are real dangers involved with illegal underage drinking.

FACT:

Every month, more than 10 million teens drink alcohol. In the past two weeks, one in four high school seniors has participated in binge drinking (having more than five drinks on one occasion).

Alcohol is involved in the deaths of more teens than all other illegal substances combined.

FACT:

On prom and graduation nights, six out of 10 high school students feel pressure to drink or use drugs. More than eight in 10 teens say that students who drink or use drugs at prom will likely get behind the wheel and drive.

Car crashes kill more teens during the weekends of prom and graduation season than any other time of year.

FACT:

Three in 10 high school students say they have ridden in a vehicle with a driver who has been drinking during the past month. One in 10 students admits to drinking and driving.

The risk of a high school student drinking and driving is cut by more than 70 percent when parents set clear rules and stay involved in their teen's life.

FACT:

Ninety-two percent of 12th graders say it's easy to get alcohol. More than 50 percent of underage drinkers say the last place they drank alcohol was a friend's house. Another 30 percent name their own home. Three in four teens say their parents are the main influence on whether or not they drink alcohol.

FACT:

The legal drinking age works. When the drinking age was raised to 21, highway fatalities involving teens dropped – in some states as much as 28 percent.

It is estimated that Minimum Age Drinking laws have saved more than 27,000 lives since 1975.

Dispatches From The Front

Dear Cadets and Seniors,

Going Home. Those two simple words mean so much to any Solider, Marine, Sailor or Airman forward deployed or serving abroad. Home, according to the latest edition of the Merriam-Webster Dictionary, has a couple of meanings poignant to a warrior. On the one hand, "home" means the dwelling where one's family resides. Home can also mean the ultimate objective as in a goal or finish line.

For the men and women of Combined Joint Task Force – 82 (CJTF-82), home is Fort Bragg, North Carolina. Known as the "Center of the Universe" by the paratroopers of the 82nd Airborne Division, our families have bided their time daily in surrounding communities like Fayetteville, Linden, Pinehurst, and Spring Lake waiting for the day when their loved ones will march across neighboring Pope Air Force Base's "Green Ramp" and stand one final ceremony in the parachute rigging shed. The paratroopers will come to attention as the national anthem is played. The Commanding General will briefly congratulate the Task Force for a job well done these past 13-months, and then, following the singing of the "All American Soldier", give the command to dismiss the troops. More important than any speech or song sung, it is the instant when the paratrooper looks across the room and sees a spouse holding a homemade sign saying "Welcome Home Honey," or the little boy dressed in a small set of fatigues, wearing a maroon Airborne beret too big for his head, bouncing up and down yelling "Daddy, Daddy!" If those images don't bring a tear to your eye, I invite you to Fort Bragg, Camp Lejeune, or Seymour-Johnson Air Force Base on any given day warriors are returning from overseas.

The journey home and ceremony are the easy part. The more difficult part of coming home begins the moment a husband realizes his wife has managed the bank account, fixed the leaky faucet, and changed the oil in the car, all without his presence. The same realization affects the mom who, returning from a deployment, realizes her husband has raised a two-year old toddler; cooked and cared for the older children; and still found time to coach the "Bumble Bee" soccer team in her absence. While warriors may leave the battlefield behind following a deployment, the "battles for peace" are just beginning.

Most returning warriors adjust quickly, although the road to a tranquil home life may encounter a few speed bumps along the journey. For a few however, the path may be longer and many will battle personal "demons" along the way. To help these warriors, the Department of Defence and our military communities have taken steps to assist warriors and their families through this transition. The process is not perfect, but alternatives of not having such programs can have terrible consequences.

The Republic has come a long way since the Vietnam War, when warriors were shunned by many. The image from the movie "We We're Soldiers Once" of a well dressed mother and daughter avoiding a wounded Soldier in an airport still brings me to tears. The men and women coming home from Iraq and Afghanistan are fathers, mothers, sons, and daughters, no different from anyone else and asking for no special favors. But, please continue to show your support for those volunteer service members as they journey home to the land they are sworn to protect, along with our 112 CJTF-82 warriors and their families who have made the ultimate sacrifice for your freedom.

Signing off from Afghanistan,

Jayson

Jayson A. Altieri
Lieutenant Colonel, U.S. Army
CJTF-82
Bagram Air Base, Afghanistan

Lieutenant Colonel Jayson Altieri completes his 13-month Afghanistan tour in June when he will redeploy to Fort Bragg, North Carolina. His next assignment is to the Army War College, Carlisle Barracks, Pennsylvania. The opinions expressed here are Lieutenant Colonel Altieri's and not those of the U.S. Army or the Department of Defence.



Carolina WingTips

News From Group 2

This past Saturday, the Commander's Call took place at NCWG HQ in Burlington. Seven out of 8 units were represented (missing was NC145). Not a bad show, but we'll shoot for 100% representation next time.

Once again, Group2 shined in several aspects, thanks to your dedication and hard work, and the excellent members in your units. Here are some highlights:

-Lt Col Pam Landreth-Strug from Apex Squadron was awarded "Torch/Mentor Award" award.

-C/Col Olivia Barrow from Apex Squadron won the "MER Cadet of the Year" award, after winning the NCWG "Cadet of the Year".

-NC141 CC, Capt. Chris stone was promoted to Major.

-NC107 CC, Capt. Ken Bickell was promoter to Major.

-Based on the latest tally, Group 2 pilots rank #1 in flight hours in NCWG. First Place, by a comfortable margin!

Well done, Group2. Keep up the good work, congratulations.

Maher "Max" Nouredine, Maj., CAP

Commander

Piedmont Group 2

Boone Squadron to Host NCO School

Boone Composite Squadron will be hosting an NCO School June 4th through the 5th. During the course of the weekend, cadet NCOs will be put into leadership situations and given personalized instruction to better prepare themselves for the unique requirements that make an exceptional leader. The weekend will be run by a minimal staff of several officer "instructors" who will mentor the NCOs and provide guidance when needed. Participants will receive a schedule, as well as a list of standards and procedures and each cadet will have the opportunity to command their peers and put what they have learned into practice.

This activity is for cadets who hold the grade of C/SSgt through C/CMSgt. Cadets wishing to attend must send a form 31 to C/2d Lt Elizabeth Bullock at cadetbullock@gmail.com by the 31st of May. The activity is located at Foscoe Christian Fellowship 8834 Nc Highway 105 S Boone, NC 28607. Arrival is at 1800-1850 Friday June 4th and dismissal will be on Sunday June 6th at 1800. The cost will be \$20 for food and \$15 for the Cadet NCO guide.

C/2d Lt Elizabeth Bullock

NCO School Cadet Commander

Boone Composite Squadron NC-153

Asheville Squadron Hosting SLS in June

The Asheville Composite Squadron is offering a Squadron Leadership Course on 12-13 June, 2010 (Saturday-Sunday) at the Asheville Regional Airport. The course will be taught from 0800 to 1700 hrs both days in the Lacy Griffin building. This is located in the General Aviation section of the airport at 21 Aviation Way, Fletcher, NC, 28732.

Please send your commander approved CAPF 17 to Capt John Greene at jcg92360@hotmail.com, or Capt David Newman at barthbuff@aol.com, as soon as possible. For any questions, e-mail Capt David Newman.

David Newman, Capt, CAP

Administration / Personnel Officer

Asheville Composite Squadron

NC019

AOPA Safety Tip



Before-takeoff checks

The flight is a go, the preflight is complete, and you are taxiing for takeoff. Just one more step before launch: the pre-takeoff checklist. It's a moment of great anticipation, after which you'll advise the tower, "Ready for takeoff," or prepare to take the runway at your non-towered field.

Takeoff is always thrilling, but don't let thrills override your duty of care. The engine runup, instrument checks, and system checks shouldn't leave you less than completely satisfied. Remember, under the federal aviation regulations, it's the pilot in command—not the owner, mechanic, or other party—"who is directly responsible for, and is the final authority as to, the operation of that aircraft."

Aircraft checklists vary, but the essentials are always there. Seatbelts and shoulder harnesses (for all occupants) must be secure, and cabin doors closed and locked. The fuel valve must be properly positioned, and in some aircraft, electric fuel pump on. Cowl flaps, if equipped, should be open. Trim, instruments, and radios should be set; flight controls free and correct.

Pay close attention to your engine during the magneto check. You may know that roughness on one mag may be the result of spark plug fouling, possibly from low power settings during ground operations. Leaning may resolve it. No drop in rpm during a mag check? Evidence, perhaps, of a defective P-lead; an ungrounded mag requires prompt attention. (See the April 9 "Training Tip: Props and safety.")

Then there's the less-common situation of one magneto yielding more of an rpm drop than the other: "The operating manual will recommend a maximum allowable difference. Typical is about 50 rpm. It is possible for the rpm drop on each mag to be within limits but the difference between the mags to be excessive. The most common problem here is improper timing of one or both magnetos. Get it checked out. A very small difference between the mags is all right," wrote Earl C. Downs in the January 2002 Flight Training feature "The magneto check."



A great resource for being ready for your pre-takeoff checks is the guidance in the AOPA Air Safety Foundation's Engine Operations Safety Advisor, or its interactive online course Engine and Propeller.

Everything in order? Then it's time to key the microphone and inform the tower that you are ready for takeoff.

NC Wing Hosted UCC at Headquarters

NC Wing conducted a Unit Commander's Course 23-25 April at Wing HQ. The course consisted of the 40-hours UCC Core Curriculum tailored to NC Wing's operations, and included practical applications in web-site navigation and applications, uniforms, and form completion, as well as a worship service Sunday morning.

The students were required to provide pre-course assignments, and then had to submit post-course assignments after the UCC, but before they could graduate and receive credit for the course. Those post course assignments consisted of creating a plan to recruit and retain members, a mentoring plan, a plan for a fund raising activity and a safety plan - all to be shared by the graduates with their unit to the benefit of their unit. The graduates of the UCC were:

1st Lt Rick Bryant SC090 (yes, South Carolina)
TSgt Randy Dean CAP-USAF
Capt David Nelson NC057
Capt John Short, NC151
Capr Ray Hemphill NC160
Lt Col Wayne Asbury NC057
Chap (Lt Col) David Bobbey NC001

The staff instructors were:

Lt Joel Lipsey - Drug Demand Reduction
Capt Jim Thomasson, Course Director & Professional Development
Capt John Short - IT & ORMS
Maj Andy Wiggs - Recruiting & Emergency Services
Maj Bill Ryan - Cadet Programs
Maj Twiddy - Aerospace Education
Maj Dan McCollum - Safety
Lt Col Eric Grant - Finance & Fund Raising
Ms Kathy Gaddy - Finance
Lt Col John Maxfield - Legal Issues
Lt Col Keith Hodgin - Inspector Issues
Lt Col Dave Crawford - Mission Relationships
Lt Col Paul Meade - Core Values
Col Ralph Vogt - Personnel
Col Roy Douglass - various stuff (including uniforms, ORMS, etc)

Unfortunately, not all of the new commanders were in attendance, and plans for another UCC in the fall of 2010 will be discussed with the commanders at my August Commander's Call.

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



2010 Cherry Point Airshow

Coastal Patrol Base 21, NC140, and Cunningham Composite Squadron, NC160, work the crowds

"Semper Fi Over the Carolina Sky" was the theme for this year's Air Show at MCAS Cherry Point, NC. The weather cooperated for a change and allowed 3 full days of noise and excitement to take place. The star attraction, being of course the Navy's Blue Angels demonstration team, drew multitudes of spectators from as far away as Virginia and Georgia, with many static displays in between.

As is their custom, members of Coastal Patrol Base 21, NC140, and Cunningham Composite Squadron, NC160, turned out to set up their own static display complete with tent, vans and aircraft. Multiple brochures and information were handed out on a steady basis to many who dropped by to chat. Cadets and Senior members from Tar River Composite Squadron also came down to participate and see the action on the airfield.

Highlights of the show included conversation with many former CAP members, some of whom will be returning to CAP, as well as private tours of "The Memphis Belle," a B17G that was outfitted to perform in the movie in place of the original that now hangs in the Smithsonian, and "Fat Albert", the Navy's C130 Hercules that carries the maintenance crews to all the air shows.

As an added bonus this year, an ELT mission was performed on the flight line in the wee hours of the night by Maj Fred Eldredge, NC140 and Lt Mike Woodruff, NC160, to silence a 406 transmitter. Maj Eldredge tracked the signal to a Coast Guard HC-144A aircraft that was brought in from Miami, Fl., at the same time realizing that there may be more than one going off!

The following morning, as Lt. Woodruff checked with the crew of the USCG aircraft, Capt Casey Cole, NC160, using the ELPER by itself, detected a signal emanating from a nearby Blackhawk Helo, about 80 feet from the USCG plane. She located a crewmember and advised they check their ELT, which they did, and discovered it in the on position. As it turns out, both aircraft were allowing adults and children aboard to view the interiors the day before. It's not often that the mission team gets a "2fer"! Job well done folks!

Submitted by:
Maj Linda Eldredge, PAO, NC140
Beaufort, NC



Photo Courtesy of The Blue Angels, U.S. Navy

[More Photos on Next Page==>](#)

Photos from Cherrv Point Air Show



Static display NC160 & NC140 Photo by Maj L. Eldredge



"Fat Albert", USN Blue Angels Photo by Maj L. Eldredge



"Bandits at 3 o'clock" Maj. Fred Eldredge mans the .50 caliber. Photo by Maj Linda Eldredge



"The Memphis Belle" B17G Photo by Maj F. Eldredge

CITIZENS SERVING COMMUNITIES... Above and beyond

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