

The U.S. Air Force Auxiliary
NORTH CAROLINA WING
CIVIL AIR PATROL

CAROLINA WINGSPAN

April 2007



“This is what Civil Air Patrol does and we are trained to do it well anytime, anywhere,” Lt Col David E. Crawford
(See Page 19)

Beware the Ides of March

In the Roman calendar, the **Ides of March** fell on the 15th day of the Roman month of *Martius*. The date is famous because Julius Caesar was assassinated on the Ides of March, 44 BC. Because of Shakespeare’s play *Julius Caesar* and its line “Beware the Ides of March”, the term possesses a foreboding of doom. Contemporarily speaking, although the term **Ides** had real meaning only in the Roman Calendar, which had just been displaced by the Julian Calendar, the term “Ides” was still used in a vernacular sense for centuries afterwards to denote the middle of the month.

Contained in this issue:

NCWG Staff Notes	2	CISM Training	13
Sights on Safety	3	NCWG’s Busy Weekend	14
Region Notes	4	Emergency Services	15
Editor’s Note	5	SAREVAL 2007	16
What Is Duty	6	A Voice From the Past	17
Mountain Fury, Winter 2007	7	SLS Training	18
Cadet News	8	ES Mission—Missing Scout	19
The Weather Never Sleeps	9	Congressman Awards Mitchell	19
Carolina Wing Tips	10	PAO Report	20
Breaking News, PAO Boot Camp	11		

Carolina Wingspan is 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.

NCWG Staff Notes

Unit Commanders with pilots and NCWG aircraft custodians:

It has come to my attention that several NCWG CAP aircraft are being flown with squawks that are not being addressed in a timely manner. There are several major issues that cause me great concern, and should cause each of you concern. CAPF71 check lists are being signed by pilots as if nothing is wrong with the aircraft. And yet, the aircraft squawk sheets have numerous unresolved squawks. Is the pilot not reviewing the squawks? Are the squawks not getting reported to NCWG maintenance?

To sign off the CAPF71 as everything is OK when it is not is a falsification of critical flight safety forms. Any pilot signing these inspection forms while squawks exist at the time can expect to be questioned extensively about what you are doing, and why you were not knowledgeable of the aircraft squawks. There is also the issue of knowing which squawks are critical to legal flight status. Some equipment is FAA required for legal airworthiness, depending on the aircraft and the flight conditions anticipated (VFR, IFR, etc.). Do you know what that minimum equipment is in the aircraft you normally fly?

NCWG pilots: The attitude in NCWG must put the hub of the prop (Safety) first. There is no other way. Please help me mold the attitude of every pilot in this Wing to get more professional with the paperwork and procedures associated with these aircraft. If the plane has a squawk, then make very sure the squawk is one that gets addressed within no more than 10 days of posting, and that we do not continue to have aircraft showing up at SAREX functions with squawks that are not addressed. If the aircraft custodians are not doing their job, then let Wing Operations know. A new custodian will be assigned or the aircraft will be moved to where a custodian is located who will properly take care of the aircraft. Do not fly with squawks older than 10 days on the airplane unless specifically approved by NCWG Operations. It is simply unacceptable to continue to do otherwise. I need ALL of the safety conscious members in this Wing to help make this change in attitude happen. Aircrew members, do you ask about any squawks before you get in the aircraft? You should. Your life may depend on it.

SAFETY must always be our major mission in NCWG. Please help me make sure we keep the operations in this wing safe. Flying aircraft while there are squawks on them is NOT SAFE. On that, I hope we all agree.

Thank you,

Colonel Larry J. Ragland, CAP
NCWG/CC919-417-0021

Uniform Reminder

This is a friendly reminder to all CAP members that as of April 1st, 2007, wearing the reverse American flag on BDU and CAP field utility uniform becomes mandatory. The 2" X 3" flag should be worn centered on the right sleeve, 1/2 inch below the shoulder seam. NCSA patches previously worn at this location should now be worn centered on the left pocket. Refer to this policy letter for further details and an illustration of the flag placement. The mandatory wear date was extended to April 1st, 2007 in the 15Mar06 Policy Letter, Paragraph 1, section g.

Eileen Kong, Capt, CAP
Director of Cadet Programs, NCWG

Say again, please ...

United 123: Center, we've got continuous chop at 390. Is the ride any better lower?

Center: United 123, standby. Cactus 222 how's the ride?

Cactus 222: Continuous chop at 350.

Center: United 111, no joy. We're getting reports of continuous light to moderate chop at all flight levels.

Unknown Aircraft: C'mon down big fella! The ride's nice and smooth here at flight level 085!

Sights on Safety

Capt. Dan McCollum, NCWG Safety Officer

March is here and Springtime isn't too far away. February made up for a lot of the "lost Winter" of December and January. Winter and the transition months from Winter to Spring usually brings robust weather including high winds and tornadoes. North Carolina recognizes March 11-17 as Severe Weather Awareness Week, with a state-wide tornado drill on March 14.

The weather has a direct impact on CAP's ability to use air assets as well as ground teams. In order to keep our air crews as well informed and trained as possible, let's look at some information concerning crosswind landings. This site is written for simulator pilots, but the information is current and explained in terms that are easy to understand. <http://stoenworks.com/Tutorials/Crosswind%20Landings.html>

This article is from Plane and Pilot magazine. <http://www.airbum.com/articles/ArticleCrosswindsFoto.html>
Another article from Plane and Pilot magazine contains a good list of frequently asked questions concerning crosswind landings. <http://www.planeandpilotmag.com/content/2004/july/crosswind.html>

One last one, just for good measure.

<http://www.swaviator.com/html/issueja02/Basics7802.html>

Severe weather can occur at about any time, but the season kicks off this month. To help get yourself prepared for thunderstorms, visit this site from the Red Cross. http://www.redcross.org/services/disaster/0,1082,0_590_00.html

For tornado awareness, visit this one. http://www.redcross.org/services/disaster/0,1082,0_591_00.html

National Inhalant Prevention Awareness week is observed from March 18-24, 2007. Abuse of inhalants (huffing, snorting, can be a problem because the sources are readily available and YOU already have a supply of them in your home. It's serious stuff and deadly. Learn more here:

http://www.drugfree.org/Portal/Drug_Guide/Inhalants?gclid=CKSCudnSwooCFO4egQodcigmfA

<http://www.usdoj.gov/ndic/pubs07/708/index.htm>

<http://www.drgreene.org/body.cfm?id=21&action=detail&ref=180>

<http://www.snopes.com/medical/toxins/dustoff.asp>

As the days get longer and warmer, some of us feel the urge to get out and attempt to purge some of the Winter's pounds. It's always a good idea to check with your Doctor before you start any exercise regimen.

After you do, our Army friends offer this advice: <http://www.armymedicine.army.mil/hc/healthtips/11/200311walking.cfm>

Stay safe and don't do nothing stupid.

Middle East Region Updates

Ladies and Gentlemen and fellow CAP members: The MER Website has been updated with the Activity & Training Calendar for 2007. If you have an activity date that needs to be added please forward it to me ASAP.

Also in the documents area the Cadet Programs Operations Plan for Cadet Competitions have been added.

If you have items that you need to have added to the MER Website please forward all information to the

webmaster@mer.cap.gov or jraymond@mer.cap.gov

I need lots of new news items. Send me your stories via your PAO or send them straight to me and I will get them approved for publication. I am sure all your Wings are doing something Noteworthy to "BRAG about," so let me have it!!

Don't forget to get your Award submissions in ASAP for the 2007 Information Technology/Webmaster Award

OK GUYS AND GALS! HERE IT IS THE NEW, THE ONE AND ONLY MIDDLE EAST REGION WEBSITE!

CHECK THIS OUT! There is a link for your convenience on the FRONT Page of the MER Website.

<http://www.mer.cap.gov>, <http://www.mer-rsc.org/>.

Ladies & Gentlemen and Cadets and Ham Radio Operators!

Check out the MER Website for instructions on how to make your own antenna for your radio. There is also a presentation that you can download explaining the Narrowband Communications. PATIENCE is the KEY Word!

Also additional training dates and activities have been updated. If you have a training date or some handy dandy tip to help out other squadrons please submit it to me and I will post it to the website to Share with other members in the MER Region.

<http://www.mer.cap.gov>

Capt Jane E. Raymond, MER/IT
Director Information Technology
CALL SIGN: MER-24
WORK 276-783-6101
CELL 336-426-8229



Please help me welcome the new members on the MER Promotions and Awards Review Board. Col Tink Schaffer, MER/Vice-Commander, is the new chair of the board. Lt Col Ron King, MER/Asst Director of Professional Development, will represent professional development on the board. Capt Marco Soave, MER/Director of Personnel and Administration, will continue representing personnel on the board.

Please submit promotions and awards to the entire board via e-mail.

Col Tink Schaffer (ckh3@earthlink.net)

Lt Col Ron King (rak@mitre.org)

Capt Marco Soave (mer.da@cox.net)

Thank you,

KAY JOSLIN WALLING, Col, CAP
MER/CC

... Continued from previous page

The new MER Information Technology Website is up and running. There are lots of Lessons posted for you to browse through and learn about the security and the maintenance of your PC. Please check out the tools and FREE software downloads. (At your own RISK)!! They have been checked out and scanned from viruses so you should be safe at least until the next hacker breaks code.

Anyway, You will see REAL TIME UP-TO-DATE virus alerts. With the instructions on how to fix any problem you may encounter whilst browsing the Internet Highway.

Hope you all enjoy, should you have any questions click on the link on the front page and just drop me an email.

Have fun!

Capt Jane E. Raymond, MER/IT
Director Information Technology
CALL SIGN: MER-24
WORK 276-783-6101
CELL 336-426-8229

Continued on Page 12 ...

Editor's Note:

Carolina WingSpan Submission Guidelines

Things are almost back to normal on the homefront! We finally completed all the fixing up of the old place and while we still have some work to do at the new place I finally have some breathing room. The old place is sold and settled and Margie is fully recovered. So with much the stress behind me I can devote more time to CAP!

It is my intent to make the newsletter a *monthly* publication. As I mentioned in a recent CAPNC Email, I have been depending mostly on CAPNC Emails directed at the membership for articles. I hope to put an end to that by encouraging more of you to submit *original copy* sent **directly to me** for the specific purpose of including it in our publication. Here's what I need you to do:

Submitting Articles: All articles should be sent by Email to the following address: donpenven@nc.rr.com
Please create articles in MS Word and send as an Email attachment. Please do not double space or use any kind of formatting.
DO NOT send photos embedded in the Word document.

Cut off date for the next month's issue is the 25th of the month. Last minute articles may be accepted if they contain PRIORITY information. Avoid sending charts, graphs, etc. in the body of the Word text. Send them separately. I can handle Access and Excel documents. If photos are to be included in the article, please send them as an attachment to the same Email address used to send the copy.

Submitting Photos: Photos must be sent as Email attachments in either JPEG or TIFF. A good working size is 1.5 to 2.5 Mb. If you don't have the capability of resizing, I'll do the best I can. Photo resolution, if you can specify it, is 200 dpi. Please send three to four of your best photos from a single event. I'd rather you make the final choice. Please include a cutline for each photo listing the persons in the photo from left to right and a note explaining what they are doing. I have frequently received 30, 40 or more photos from one individual, and then begins the back and forth Emails trying to determine who people are and what they are up to. Send photos as attachments to the same Email as the one with the article attached. **Please do not embed photos in the Word document!**

If your message is important enough for newsletter publication then please use these guidelines.

Let's hear from ya'll.

Don Penven, 1st Lt, CAP

What is Duty?

Many have tried to define this word because duty is everywhere; growing like children or weeds. You intuitively sense this duty because it follows you everywhere you go and nags at you every hour of the day. But, what is your duty? Your duty is the demand of the hour. It is that thing that must be done and done now.

This perceived duty is not the property of the group, it is yours alone. Even though you may be working for a common end with your team, your squadron or the wing, it is up to you to do your part to secure the end result.

Your duty is to be useful, not according to what you want but according to your abilities. It is the duty of you all to determine your personal gifts and abilities and to work to make them stronger for the benefit of others.

You can not choose what your duty is; no more than you can choose your parents or where you were born.

Every mission you undertake constitutes a pledge of duty. You are bound to devote your gifts and abilities to completing that mission. The decisions that you make with regard to completing that mission will be guided by your conviction that it is your duty.

AUGUSTUS WILLIAM HARE said, "Only when the voice of duty is silent, or when it has already spoken, may we allowably think of the consequences of a particular action."

The reward for doing a particular duty is the ability to take on a new duty. President John Kennedy said, "For of those to whom much is given, much is required."

When you feel the call of duty, consider yourself lucky if you really feel like doing it. However, if you don't feel like doing it, this is not a reason for not doing it.

Thomas Jefferson said, "Only aim to do your duty, and mankind will give you credit where you fail."

Robert E. Lee said, "A man can only do his duty and should never seek to do less."

When you have done your duty, don't expect to be thanked. In your heart you will know what you have done and that is thanks enough.

This quote from GAIL HAMILTON pretty much sums up the Civil Air Patrol attitude. She said, "There is generally no such thing as duty to the people who do it. They simply take life as it comes, meeting, not shirking its demands, whether pleasant or unpleasant; and that is pretty much all there is of it."

Lt Col John Smoot

Mountain Fury ... Winter 2007

Congratulations to the Asheville Squadron and thank you for this special service for the Wing.

Colonel Larry J. Ragland, CAP
NCWG/CC 919-417-0021

Just like the summer event, the training Saturday in Asheville was outstanding in all respects. NC-019 has put together a masterful training activity guaranteed to make us better pilots. The flying we did clearly shows the importance of understanding mountain flying techniques and practicing the skills.

Thanks goes to the instructors, Capt Gary Lux, Maj Ray Davis and Maj Rich Augur who are clearly knowledgeable and experienced mountain pilots and to the members of the Asheville squadron lead by LtCol Bauer and Capt Joe Weinflash, that man the mission base and keep the program rolling at an efficient pace. I look forward to future training by the same great team.

Lt. Col. Bill Hawke, CAP

I was very privileged to be able to attend and participate in NC019's Mountain Fury mission recently. The entire mission was one of the most professionally planned and executed that I have seen in a long, long time!

My hat is off to Lt. Col. Bob Bauer and his entire squadron. They all can be very proud of the job they all did.

If I try to name them all I will someone out so I won't name people. But each and every one of them performed their tasks with safety as their first mission and the entire mission was just great.

Thanks again for having me at KAVL!

Tink Schaffer, Col, CAP



Photos by Ron Stamey, PAO, NC-019

Wilmington CAP Cadet Receives Air Force Association Award

Cadet Robert Dahms Awarded “Cadet of the Year” Ribbon

Burgaw, NC — Cadet Robert Dahms received the Air Force Association’s ‘Cadet of the Year’ award for his dedication and contribution to the Civil Air Patrol’s Cape Fear Composite Squadron in 2006. The Wilmington Air Force Association President, Glenn Drew, and Civil Air Patrol’s Group 3 Commander, Lt Col Jerry West presented Dahms with a medal and a certificate during a meeting at their Wilmington squadron headquarters.

This is an annual award established by the Air Force Association (AFA) to recognize an outstanding Civil Air Patrol (CAP) cadet in each squadron. Selections are made by unit commanders and representatives of the AFA based on the cadet’s accomplishments and contributions during the year.

Cadet Dahms resides in Wilmington, NC with his parents, Edward and Alanna Dahms. He is a homeschooled HS sophomore and was chosen based on his dedication to CAP at both the local and state level. Robert joined the CAP in February 2004 and currently holds the rank of Senior Airman, C/SrAmn. He serves as an assistant Safety Officer, a position usually reserved for adult members of CAP for the squadron and is certified in Basic First Aid, CPR, and General Emergency Services (GES). He holds an Advanced Radio Operator license, which allows him to assume the role of Mobile Radio Operator on search and rescue exercises and actual missions. Dahms is also qualifying as an Urban Direction Finding team member and a Ground Team member.

Being named ‘Cadet of the Year’ is not his only award for 2006. At November’s NC Wing Conference, it was announced that he had also been awarded a Commander’s Commendation from the state level for his outstanding work ethic in regards to safety. This is the first time in CAP history that a cadet has received this recognition. He has participated in briefing CAP members not only at local squadron meetings, but at the state level for training exercises also. He also gives briefs over the CAP HF net on a weekly basis, which reaches across NC. Rounding out the year, Robert was also presented a Community Service ribbon, for over 60 hours of volunteer service, and a Recruiter ribbon for during their annual Christmas Family Awards Night.

1st Lt Elizabeth A. Butrim, Asst Public Affairs Officer
Civil Air Patrol Cape Fear Composite Squadron



NC Wing Cadet Scholarship Winners

I am absolutely delighted to announce two North Carolina wing cadets have been awarded CAP Academic scholarships for 2007. The results were announced at the recent national board meeting.

C/Col John Lovette MER-NC-082 \$7500

C/Col Ryan Strug MER-NC-801 \$1000

Congratulations to our two outstanding cadets!

Eileen Kong, Capt, CAP
Director of Cadet Programs, NCWG

NCWG Cadets

I would like to thank representatives from NC-019, NC-023, NC-048, NC-082, and NC-150 for participating in the monthly competition. I would also like to recognize **Raleigh-Wake squadron** for earning the honors of Cadet Programs Squadron of the Month based on their reported performance in January 2007. If you would like to see the spreadsheet with the results, please email me for a copy.

The data used in calculating the squadron of the month is based on the monthly cadet programs reports. Go to [www.http://www.geocities.com/newgcadets/monthreport.html](http://www.geocities.com/newgcadets/monthreport.html) to submit your reports if you have not done so.

For those of you unable to join us last Sunday night, I've put the announcements in the attached bulletin. If you have questions, please contact me by email.

Eileen Kong, Capt, CAP

Director of Cadet Programs, NCWG

NC Wing Cadets Win MER Competition

Apex cadets take top honors

The North Carolina Color Guard from the Apex Cadet Squadron won this year's MER Color Guard competition! This is the first time NC has ever won the competition since its inception. The NC Color Guard took First Place in five out of the seven events. They won: Inspection, Standard Drill, Indoor Practical, Written Test, and Panel Quiz. They took second in mile run, with Cadets Tyler Weston and Peter Barrow both finishing tied for second overall with a 6:06 mile run. C/MSgt Peter Barrow received the top written exam score for the competition. At the completion of the Panel Quiz, the team was undefeated—winning all six rounds!

The Color Guard was commanded by C/CMSgt TJ Richardson with C/MSgt Chris Gamble as flag bearer, C/MSgt Peter Barrow and C/A1C Tyler Weston as guards. C/TSgt Alyssa Arellano attended as the alternate and assistant team coach. Many of the judges complimented the team on their courtesy, military bearing and professional attitude. This can be attributed to the cadet leadership of the Apex Cadet Squadron which has truly supported this outstanding team during their extensive practice schedule.

We wish to thank Maj Al Therriault for outstanding help and support in preparation for this competition. We also wish to thank Lt Col Lucy Davis for her direct support. At the competition, our color guard had the most supporters in attendance. North Carolina was represented well by these four young men and they look forward to representing Middle East Region at the premier cadet event, National Cadet Competition in June.

Pam Landreth-Strug, Lt Col, CAP
Apex Cadet Squadron

The Weather Never Sleeps

Spring's special storms (Reprinted with permission from the AOPA)

When April rolls around, winter is in full retreat across almost all of the United States, but it doesn't give up without a fight. And when the weather is in a fighting mood, pilots need to stay alert. In addition to new leaves on trees, blooming flowers, and pilots no longer freezing their fingers during preflight inspections, spring also heralds the arrival of thunderstorms. While most places east of the Rockies and in the desert Southwest see more thunderstorms in the summer than in April, the spring storms tend to be more violent because winter's lingering effects add more energy to the atmosphere. This makes early spring a good time for pilots to review what they know about thunderstorms and begin thinking about avoiding them.

The very basic things you ought to know about thunderstorms begin with the ingredients they need: • Unstable air that will continue to rise if something shoves it up. • Plenty of humidity in the rising air to condense into clouds and rain, releasing the latent heat that helps power thunderstorms. • Something to give humid air near the ground the needed upward shove. The atmosphere is unstable when temperatures drop relatively rapidly with altitude. Rising air cools at the rate of 5.4 degrees Fahrenheit for each 1,000 feet gained, and at a slower rate when water vapor in the air begins condensing into cloud droplets. When weather balloons find that the temperature of the air that's in place-it's not rising-falls more quickly with altitude than rising air would, meteorologists know that the air is unstable and thunderstorms are possible, if other ingredients are available.

Winter turns to spring because the days are growing longer and the sun rises a little higher in the sky each day from late December until late June. Each day's added sunlight warms the Earth, but this is an important point-sunlight warms the atmosphere hardly at all on its way to the ground. This means most of Earth's warming comes from most of the increasing sunlight heating the Earth's surface, which in turn warms the air next to the surface while the air aloft retains much of winter's chill. In other words, spring's warming tends to make the air unstable. You need to know, however, that this general picture can change from day to day at any particular place as cold or warm air moves in either near the surface or aloft. Still, spring on the whole tends to be a season of unstable air. Fortunately, we don't have thunderstorms each day of spring because at least one of the other two needed ingredients is missing. But, spring's warmer air can carry more moisture than winter's chilly air.

When winds are blowing from the Gulf of Mexico or the Atlantic Ocean, they are more likely than winter's chilly winds to be humid enough to feed thunderstorms. By the way, one reason the westernmost United States have fewer thunderstorms than the central and eastern states is because the general flow of air is coming from over the Pacific Ocean, which is cooler than the Gulf of Mexico and the Atlantic and therefore doesn't evaporate as much water into the air. When the air is unstable and humid enough, the upward shove needed to kick off thunderstorms can be as simple as air beginning to rise as the sun warms the ground, especially bare fields, and the ground warms the air next to it, causing the air to begin rising.

For the strongest thunderstorms, however, the upward shove is likely to come from an advancing *cold front*-a warm/cool air boundary with the cool air replacing the warm air. Sometimes the shove occurs when the heavier cool air pushes under the lighter warm air, pushing the warm air upward. In such a case, thunderstorms form along the frontal boundary. Often, however, an advancing cold front disturbs the warm air for maybe 100 or more miles ahead of it in ways that cause the air to begin rising to create a prefrontal squall line of thunderstorms. Before the 1980s, scientists couldn't always pin down the source of the upward shove that got thunderstorms going. But when they began using more sensitive weather radars and other new instruments, they found that the key to storm formulation often could be found in boundaries between air masses that aren't sharp enough to be recognized as a front, which older weather-observing systems missed. Such boundaries can be residual cold air that came down from a thunderstorm which is long dead and was maybe 100 miles away.

Since today's Doppler radar detects these boundaries, forecasters can do a better job of saying where storms are likely to begin. Once all of the ingredients have come together and a thunderstorm gets going, it will go through a three-stage life cycle: • The *cumulus stage*, characterized by updrafts of rising air. The cloud is growing taller. • The *mature stage* that begins when precipitation commences falling. The storm now has both updrafts and downdrafts and is more turbulent than at the other stages. • The *dissipating stage* as updrafts end, leaving only downdrafts, and the rain is easing up. The three stages of a thunderstorm are nice to know, but of little practical use to a pilot. Don't even consider flying into a thunderstorm because you think it hasn't reached the most violent, mature state, or that the worst is over because it's dissipating. A meteorologist, watching the storm on a weather radar, might be able to say what stage it's in, but a pilot looking at a thunderstorm from the air isn't very likely to make the correct guess about what's going on inside. And what's going on

Carolina Wing Tips

NC Special Olympics in June

Again this year North Carolina Special Olympics has requested CAP to assist with Radio and weather support. Comments from last year, were that you did an awesome job. Venue Managers got the information they needed when they needed it. We had several weather related issues and CAP was on top of it.

If you would like to be a part of this awesome event mark you calendars for Jun 1 - 3 and watch for more information to follow.

Maj. Al Therriault CAP
Deputy Commander for Cadets
Raleigh-Wake Comp Sq
Civil Air Patrol
atherriault@ncwg.cap.gov
919.274.1375

PAO Boot Camp

To all members, especially those residing in South Carolina and Virginia :

On Saturday, 12 May 2007, I will be instructing another NCWG PAO Boot Camp Session. This session is geared more towards the new or beginner unit / group PAO or those who would like a refresher in Basic PAO. This course will take the attendee from the very beginning of a unit PAO program and go step by step until the PAO or PAO Trainee is fully functional with his / her unit PAO Program. I will be sending out more info on this school but for now here are some initial points:

What : 2007 NCWG PAO Boot Camp Session (Basic PAO)

When : 12 May 2007

Where: North Carolina Wing HQ (Burlington, N.C.)

I will give directions to those who respond to this message.

Time : 0930 hrs to 1230 hrs.

Attire : Any official CAP uniform worn to regulations.

Registration : Just respond to this message. There will be no formal registration forms to fill out.

This is a great opportunity for those of you who either are new to the CAP Public Affairs function or just want a refresher. More information concerning this NCWG PAO Boot Camp Session will be forthcoming.

Contact me either at e-mail address : tonybiondo@msn.com or call me at (252) 977-2449. Please respond as soon as you can if you wish to attend.

Lt Col Anthony Biondo Jr

Director Public Affairs

North Carolina Wing HQ

(For more information see Page 20)

BREAKING NEWS:

This week Lt Col Tony Biondo learned that he was placed on the 2007 CAP National PAO Academy Committee by CAP National HQ/ PA. This is a tremendous honor for the North Carolina Wing since there are but a handful of Wing PAO's throughout this nation asked to serve in this capacity on a national project. At this time Lt Col Biondo is asking every member, especially those in the PAO field, to send him topics that should be covered during the 2007 CAP National PAO Academy. Please try and get those ideas to him ASAP as he has already begun planning of handouts, etc.. Our Wing is in the spotlight again....

MER Input

Col David Mikelson has resigned his position as CAP Director of Drug Demand Reduction, effective 8 January 2007, to accept the position of Deputy Chief of Staff for Training. Lt Col Jett Mayhew has been appointed as the new CAP Director of Drug Demand Reduction, effective 9 January 2007.

Congratulations Jett!

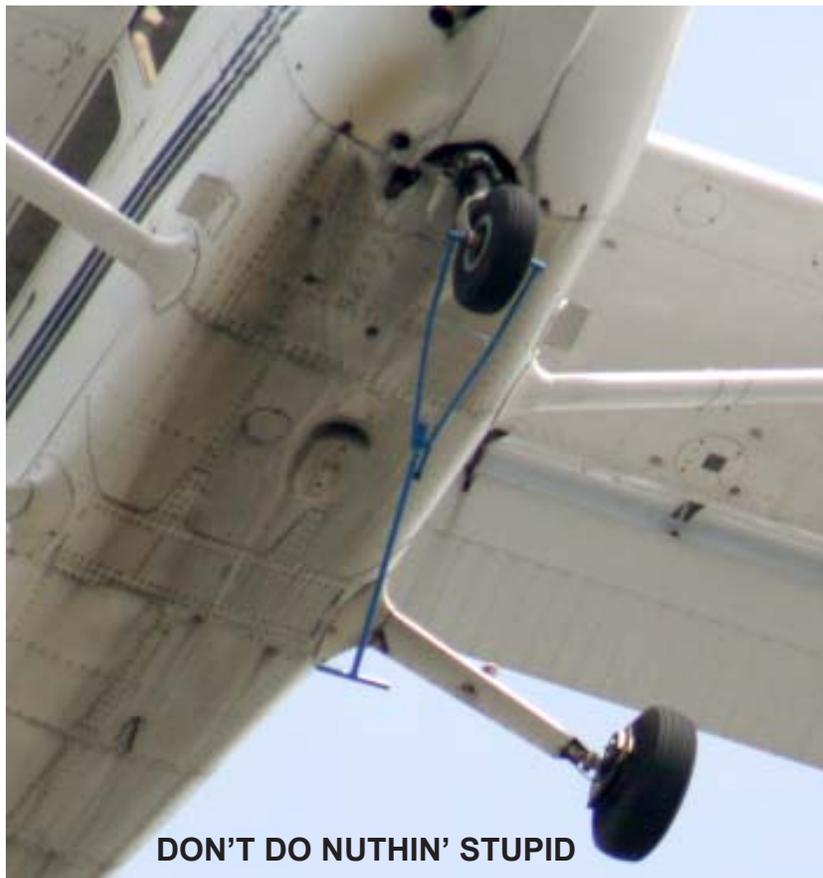
KAY JOSLIN WALLING, Col, CAP
MER/CC
e-mail: kwalling@goeaston.net

Congratulations to Col Joe Vazquez. He has been named as the Director of Operations and Assistant Deputy Chief of Staff for Operations. This is a great opportunity for Col Vazquez, but it means that he will have to leave his position as the MER Vice-Commander.

Col Vazquez has been an outstanding asset. I cannot thank him enough for all he has done for Middle East Region and to assist me as the Vice-Commander. Now it's time for MER to share him with everyone else.

Please add your congratulations as we send Joe on his way with a "Hip Hip Hoorah!"

KAY JOSLIN WALLING, Col, CAP
MER/CC



NCWG Hosts CISM Training



CISM trainees, March 23, 2007

Photo submitted by Lt Col John Donahue

The units represented at this course were: NC-001, 002, 019, 082, 107, 153, 162; SC-001, 005, 032, 090; and NHQ-999. CAPRAP was represented by Major Jeff Moore, USAF. There were 20 students in attendance. Chaplain (Maj) Wayne Byerly, CAP is in the process of setting up a Critical Incident Stress Team for NCWG.

Submitted by Lt Col John Donahue

Chaplain (Major) Wayne Byerly, the Wing Critical Incident Stress Management (CISM) coordinator, along with 14 other students from North Carolina Wing, South Carolina Wing, Middle East Region and National Headquarters, completed the Group Crisis Intervention course taught by John Desmarais, Deputy Director of Operations at National Headquarters.

The course was conducted over a two day period, starting on Friday and running through late Saturday afternoon. According to Chaplain Byerly, completion of this course is a key requirement for members to serve as part of a Critical Incident Stress Team.

Submitted by Lt Col David Crawford

A BIG Thank You goes out to these committed individuals. They have committed themselves to looking after the well being of their fellow volunteers in a very special way. We all appreciate this very special dedication of service to others.

Larry J. Ragland, Colonel, CAP
NC Wing Commander

Those attending:

Chaplain (Capt) James N Biggers, Chaplain (Maj) Norman W Byerly, Lt Col David Caraway, 1 Lt Linda G Davis, Lt Col John F Donahue, Chaplain (Lt Col) Wade J Gibson, 1 Lt Robert K Holloway, Capt Kristie L Kirk, 1 Lt Jack K Letterman, Chaplain (1 Lt) Edwin G Needham, Capt David Rodwell, Cadet Thomas Thorne, 1 Lt Frances E Troxler, and 1 Lt Mark Whitfield.

North Carolina Wing Conducts Busy Weekend of Activities

Submitted by: Lt Col David E. Crawford, Director of Emergency Services,
North Carolina Wing
Date: 26 March 2007

Burlington, NC — With activities ranging from the Basic Ground Team School at the Johnston County Airport in Smithfield, a Critical Incident Stress Management Group Crisis Intervention Course and an Inspector General Investigating Officer Course at Wing Headquarters in Burlington, a Mass Casualty Drill and Flight Clinic at the Raleigh-Durham (RDU) International Airport and the Middle East Region Cadet Competition at Ft. Pickett VA, members of North Carolina Wing were busy during the weekend of 23 - 25 March.

20 students and instructors participated in the Basic Ground Team Course at the Johnston County Airport conducted Friday evening through Sunday afternoon. According to Major Brian Buczkowski, Project Officer for the Course, “the Basic Ground Team Course provides members with an opportunity to learn and practice important skills such as land navigation, electronic direction finding and land search techniques.”

The airport near Smithfield provided an excellent facility for training with a camping area, and access to large open and wooded areas where the students practiced land navigation by negotiating an extensive compass course. Throughout the weekend new skills were taught and mastered by the students - and the instructors gained experience in teaching those skills in the field.

At the same time, approximately 20 members of the Raleigh Wake and Chapel Hill Composite Squadrons participated in a mass casualty disaster drill at RDU. The CAP members participated along side other volunteers, as over 25 agencies including the FAA, TSA and state, county and local response agencies responded to a simulated aircraft disaster. Major Al Therriault, Raleigh Wake Deputy Commander for Cadets said “we had a good time - hopefully our participation helped make the drill more realistic for the first responders.” The CAP members played the role of simulated casualties during the exercise.

Capt Sal Tripoli, North Carolina Wing Director of Operations, conducted a Flight Clinic at the General Aviation Terminal at RDU. Several pilots from around the wing were briefed on important changes to CAP Flight Operations regulations including CAPR 60-1. Participants in the Flight Clinic also gave presentations on aviation safety and reviewed Operational Risk Management processes.

Continuing the busy weekend, two courses were being conducted simultaneously at the North Carolina Wing Headquarters in Burlington. Chaplain (Major) Wayne Byerly, the Wing Critical Incident Stress Management (CISM) coordinator, along with 14 other students from North Carolina Wing, South Carolina Wing, Middle East Region and National Headquarters, completed the Group Crisis Intervention course taught by John Desmarais, Deputy Director of Operations at National Headquarters. The course was conducted over a two day period, starting on Friday and running through late Saturday afternoon. According to Chaplain Byerly, completion of this course is a key requirement for members to serve as part of a Critical Incident Stress Team.

In another area of the Wing HQ on Saturday, North Carolina Wing Inspector General, Lt Col Keith Hodgin was conducting a course for Inspector General Investigating Officers - with several members from across the state participating in the course.

The final major activity of the weekend for North Carolina Wing was the Middle East Region Cadet Competition at Ft. Pickett, Virginia. Members of the Apex Cadet Squadron represented North Carolina Wing at the competition, competing in the Color Guard Competition - and put an exclamation point on the weekend by winning the Color Guard Competition. According to Lt Col Pam Landreth-Strug, team advisor “this year marks the first time since the inception of the competition in its current form that North Carolina Wing has won.” The team finished first in five of the seven events: Inspection, Standard Drill, Indoor Practical, Written Test, and Panel Quiz. C/Msgt Peter Barrow received the top written exam score. C/A1C Tyler Weston tied C/MSgt Barrow for 2nd place in the mile run, with a time of 6:06. The Color Guard was commanded by C/CMSgt TJ Richardson with C/MSgt Chris Gamble as flag bearer, C/MSgt Peter Barrow and C/A1C Tyler Weston as guards. C/TSgt Alyssa Arellano attended as the alternate and assistant team coach.

Emergency Services

New ES Staff Member

I would like to welcome to the ES Staff, TFO Amie Kaufmann, who as an additional duty will be assisting with administration of the ES program. She will be working closely with the Incident Commanders and Kathy at Wing to insure that we have all the paperwork for our missions collected, and filed properly in a timely manner, including CAPF108s.

TFO Kaufmann is a member of NC-082 in Winston-Salem, and until recently was a Cadet Captain. We look forward to her efforts helping us improve our documentation processes.

David E. Crawford, Lt Col, CAP
Director of Emergency Services, North Carolina Wing

Fuel Sticks

Anyone who has ever flown Cessna aircraft should know that the only time the fuel gauge is 100% accurate is when it is empty.

We have obtained several aircraft over the last couple of years which have Tab levels for fueling the aircraft to a point less than full so that we can get a full crew on board, however this opens a whole new world of problems.

Often, these airplanes (172R/S models: 991CP and 916CP or the C182T: 716CP) are either below the the tabs (which can be hard to tell in the dark) and leave the aircraft with less fuel than the crew thinks they have or they are way over filled making it impossible for a 3-person crew to get in and fly a mission.

To make this situation easier to deal with, I have purchased and placed in both 991CP and 716CP a graduated scale fuel measure stick which will allow the crew to determine exactly how much fuel is in each tank. Not only will this allow you determine your exact fuel load during pre-flight, it will also help you to ensure you put the correct fuel amount back in after a flight.

Instead of: "Fill it to the Tabs" you can (and should) say "9.5 on the left and 10.5 on the right."

There is no longer any reason why there should not be 35 gals of usable fuel in 991CP and 64 gal in 716CP.

JASON J. O'BRIEN, Maj, CAP

Flying Reimbursement

The following rates apply for Air Force Reimbursed mission flying effective 1 March per CAPR 173-3.

C172=\$30, C182T=\$41, C182RG=\$52

David E. Crawford, Lt Col, CAP
Director of Emergency Services, North Carolina Wing

Emergency Services continued ...

NC Wing to undergo SAREVAL in April

We are now less than a month away from the SAREVAL 13-15 April at Wing HQ, where the MELR/CAP-USAF Evaluation team will evaluate the Wing on our ability to perform our operational SAR/DR/CD/HLS missions. Leading up to the evaluation, the month of March will have a significant number of training opportunities, which will be used in preparation for the SAREVAL. We will be continuing our directed training program in March, with local training conducted throughout the month. The other significant events are as follows:

March 17, SAREX at Burlington: This will be a combination of table-top and air operations, designed for the mission base staff for the SAREVAL to walk-through the procedures that will be used. We will also be testing the ability to DF the 406 training beacon in advance of the SAREVAL. Additionally, Flight Line training will continue under the guidance of Lt Col Douglass. All Pilots who intend to participate at the SAREVAL in April, should plan on attending a Flight Marshalling/ Signaling/Procedures class, to be held in the auditorium at Wing HQ, starting at 1400 on Saturday 17 March. During this time, procedures for how the flight line will be run during the SAREVAL will be briefed, and a review and practical exercise concerning flight line signaling (and signals) will be conducted. Additionally, if at all possible, subject only to maintenance or weather, all corporate aircraft should be present, with all log books and maintenance records, and a fresh CAPF71 inspection, for pre-inspection prior to the SAREVAL. If your aircraft needs placards, decals, CO detectors, tie-downs, chocks, survival equipment, cargo tie-downs, sick sacks etc - this will be the time to make sure that by the time the SAREVAL comes around, everything is up to date and correct in accordance with the FARs and CAP regulations.

March 23-25 will be a busy weekend:

CISM Course at Burlington, 23-24 March - taught by John Desmarais, Deputy Director of Operations at National HQ. The Wing CISM Coordinator Chaplain (Maj) Byerly has been heading this up.

Ground Team Basic Course, 23-25 March - led by Maj Brian Buczkowski, at Johnston County Airport, Smithfield NC.

All of these activities are funded. Attendance at the CISM course is limited to those who have pre-registered in accordance to the procedures published by Chaplain Byerly. The deadline for applying for the Ground Team Basic Course is today, 1 March, and all required documents must arrive to the attention of Maj Buczkowski today.

All of these activities are funded as SAR/DR training and standard reimbursement procedures apply.

David E. Crawford, Lt Col, CAP
Director of Emergency Services, North Carolina Wing

During the February SAREX Lt Col Roy Douglass lead Flightline Marshalling training. In this photo marshals learn how to tiedown an aircraft under the watchful eyes of Capt Dan, the Safety man.



Graduation and recognition



A voice from the past

Capt. Linda Eldredge, PAO, Coastal Patrol Base 21, Beaufort, NC, recently interviewed Mr. Paul Sigmon, of Mt. Holly, NC, who was an original member of the “sub-chaser squadron”. The following is an account of that occasion:

With the words “ I was a member of the sub-chaser squadron here”, Mr. Paul Sigmon, of Mt. Holly, NC, began to open up the squadron’s past to two very eager members of the current CPB 21, in Beaufort, NC: Major Fred Eldredge, Squadron CO, and Capt. Linda Eldredge, PAO.

Mr. Sigmon spent the next hour taking us back to a hot September in 1942, and giving us details on the construction of the base and airfield as he remembered it. He was 17, and a student in Mt. Holly, when he heard about people being needed to help build an airfield on the coast. He sold his car for a bus ticket down to Beaufort , and then had to find someone who knew where the airfield might be! He eventually arrived at the area and spent the next year on site, helping carve an airfield out of the swamp and marsh, and assist with many other duties. His “bio” in the History of CAP Coastal Patrol Base 21 states he was known as Paul “Dude Boy” Simon, Sept. 7-1942-Aug. 31, 1943. “From Private as Guard, to Corporal as Serviceman, he was a real aid at the airdrome from its inception to its close.”

After the base closed in August of 1943, 60 of the 80 CPB 21 members went on to Monogram Field in Driver, Va., to carry out additional duties with the CAP “preparing men for the important duties of helping win the war”. Mr. Sigmon chose to return to school in Mt. Holly to finish his education. He went on to work with Southern Bell for 38 years, and RayChem, which became Tyco, for 20 additional years in the fiber optics field.

Accompanied by Betty, his wife of 60 years, Mr. Sigmon had traveled down to Beaufort to do some research for the son of one the pilots killed at the airfield during the base operation. Capt Leonard Lundquist died while taking off in June 1943, one of three pilots who gave their lives to keep our shores safe during WWII. He also came to visit one of his old friends from the squadron, Mr. Clarence Stamper of Beaufort, who now resides in a local rest home. These two men are nearly all that’s left of a group of men and women who sacrificed much to do their part in keeping America safe from her enemies along the coast of North Carolina.

To Mr. Sigmon we say “Semper Vi” and thanks for a job well done!

Capt Linda Eldredge

CPB21

Beaufort, NC

252-447-8790



Photos by Capt. Linda Eldredge, CPB21

NC Wing Sponsors Squadron Leadership School

I wanted to congratulate and thank the students of Squadron Leadership School that attended the course at the RDU General Aviation Terminal. They took time away from their families to get some education in their professional development in their careers in CAP. The following senior officers attended:

Richard Netherby, Cornell Ellis, James McKenzie, John May, Robert Holloway, Terry Barlow, Brian Rosen, Mike McCoury, David Lamont, J Lynn Neill, Kevin Smith, Kevin Tillett, Rob Martinez, Keith Savoy, Elizabeth Boyle, Niihau Ramsey, Brett McElheney, Karen Doyle, Arlene Tuttle, Peter Bohler, Marcus Howard and Mary Sandlin.

I also wanted to express my sincere appreciation for the SLS staff that volunteered to take time on Friday and Saturday to teach these seminars:

Capt Shelley Chalmers, Lt Col Pam Landreth-Strug, Capt Glen Peting, TSgt Jim Bratton, Lt Col Tom Weber, Capt Maher Noureddine, Lt Victor Lewis, Capt David Rodwell, Lt Don Penven, Major John Maxfield, Capt Ray Walters and Capt Dan McCollum.

I hope I am not missing anyone. The staff and students made my job very easy, and I also want to thank Lt Col Roy Douglass for assisting me over the past two months in planning and getting the word out to the membership!! Special thanks to Raleigh-Wake members for the use of the facility and the great support they gave to us.

Col Ragland also stopped by to congratulate the students and wish them well. Thank you SIR!!

I wish all the students the best in their CAP careers and hopefully you took home one or two things that you can share with your squadrons and provide some valuable insight and assistance to them. Remember, you are all valuable members in CAP and you need to continue your own education as you progress.

Thanks again to all that I met!! I thoroughly enjoyed myself!

Matthew Mickelson Major CAP
SLS Director

As NC Wing Director of Professional Development; it was a pleasure to attend and instruct in the SLS held this weekend at RDU GAT. Much thanks goes to Major Matt Mickelson director and his staff for conducting this valuable training. My personal Congratulations to the 26 senior members from across our Wing who completed this course. This is one requirement for completing Level II training in the senior training program. WELL DONE!

Tom Weber
LtCol CAP
NCWGDPD

CIVIL AIR PATROL PROVIDES SUPPORT AND ASSISTANCE IN SUCCESSFUL SEARCH FOR MISSING SCOUT AT STONE MOUNTAIN STATE PARK

Raleigh, NC - The Air Force Rescue Coordination Center alerted the North Carolina Wing of Civil Air Patrol to provide requested support and assistance in the search for missing Boy Scout, Michael Auberry. Wilkes County authorities contacted the North Carolina Emergency Operations Center and the North Carolina Department of Crime Control and Public Safety requesting the assistance of Civil Air Patrol in transporting needed K-9 Teams and their equipment from Southport, NC to Wilkes County. The specially trained search and rescue K-9 teams were being used to assist in the search for the missing Scout in the area of Stone Mountain State Park, a search that was successfully concluded this afternoon when the Scout was located apparently alive and well by searchers.

Three CAP aircraft and aircrews departed from Raleigh and Harnett Counties morning making the flight to Southport in Brunswick County, picking up the K-9's, their handlers and equipment and flying them directly to Wilkes County. The CAP aircraft and their K-9 passengers arrived in Wilkes County at approximately 9:30 a.m. Lt. Col. David Crawford, CAP Incident Commander, advises that Civil Air Patrol assets were alerted and ready to assist Wilkes County authorities in this search whether the requested assistance was transportation of critical search and rescue assets or actual aerial search tasking. "This is what Civil Air Patrol does and we are trained to do it well anytime, anywhere," said Crawford who coordinated Civil Air Patrol assistance with Wilkes County authorities.

2nd Lt. Zachariah Kier receives the Mitchell Award from Congressman Walter Jones; Captain Linwood Dabney looks on



In a ceremony on 20 Feb at the Havelock Air Exhibit, 2nd Lt. Zachariah Kier was presented the Mitchell Award by Congressman Walter Jones. Kier, a member of the Cunningham Field Composite Squadron at MCAS Cherry Point, is an 18-year old student at Craven Community College in New Bern. He has been a member of CAP for two and a half years, and cadet commander for a year. This is the second Mitchell award in Cunningham Field's three-year history.

2nd Lt. Kier is the son of Mrs. Kathy Kier of Newport.

Capt. Mary Anne Fleagle, Cherry Point Comp. Sqdn.

PAO Report

2007 North Carolina Wing Public Affairs Boot Camp

Lt.Col. Anthony Biondo Jr.
Director of Public Affairs
North Carolina Wing

WHAT: 2007 North Carolina Wing Public Affairs Officer Boot Camp Session

WHEN: Saturday, 12 May, 2007.

TIME: 0930 hrs to 1230 hrs.

LOCATION: NCWG HQ library.

OPEN TO: All NCWG PAO's and those interested in becoming unit / group PAO's including cadet PAO's.

ATTIRE: Any official CAP uniform worn to regulations.

WHAT TO BRING: Go to the NCWG web page. Sign in under "Members Page", then under "Public Affairs Corner".

Print off a copy of the following info:

A- 2007 PAO Plan of Action.

B- Where to Find PAO Materials.

C- PAO Specialty Track Training Guide. Fill out portions of this Training Track that you have already accomplished. I will sign you off on those areas appropriate to this PAO Boot Camp.

D- CAP 65th Anniversary Planning Guide.

E- PA Quick Guide.

F- Where to Send Your PA Materials.

G- Copy of CAPR 190-1 - Guide to Public Affairs.

HOW TO APPLY: There are no forms needed to submit to attend this school. If you plan to attend, please respond to this message at tonybiondo@msn.com no later than 1 May 07. Although there is a suspense date, please let me know ASAP if you are going to attend.

GENERAL INFO: This will be the first session of the 2007 North Carolina Wing PAO Boot Camp. The purpose of this PAO Boot Camp Session is to take the unit / group PAO or member interested in becoming a PAO, from the very beginning of the PAO function all the way through the program. The next session of this Boot Camp will consist of advanced topics. I strongly urge all NCWG PAO's to attend this PAO Boot Camp. Make a commitment to attend this and future sessions in order to advance your PAO career. I want to arm you with the needed tools to be better prepared as a Public Affairs Officer professional.

If you have any questions, please contact me at tonybiondo@msn.com or call me at (252)-977-2449.

PLAN TO ATTEND THIS VERY IMPORTANT PAO SCHOOL

... Continued from Page 10

inside is what makes thunderstorms so dangerous for airplanes. A really powerful, Great Plains thunderstorm can tower well over 40,000 feet into the sky. Think of how much energy goes into pumping the needed water-as water vapor or the water drops that make up the cloud-that high. Now think about flying your small airplane into the middle of this. In relation to a large thunderstorm, a Boeing 747 is a small airplane. In addition to updrafts of maybe 50 mph or more and downdrafts maybe half as fast-think of how a 50-mph upward wind and a 25-mph downward wind adjacent to each other would shake your airplane. And the inside of a thunderstorm is likely to contain extremely heavy rain, maybe with the drops supercooled-still liquid even through they are colder than 32 degrees Fahrenheit-which can freeze on contact with your airplane and coat it with ice. Strong thunderstorms are likely to contain hail-balls of ice sometimes as big as baseballs (see “The Weather Never Sleeps: The Hailstone from Hell,” March *AOPA Flight Training*). And any thunderstorm has lightning.

Since lightning is needed to create thunder, a thunderstorm, by definition there is lightning flashing in and from a thunderstorm. Over the years various names have been applied to different types of thunderstorms, but the names that meteorologists most frequently use today are: • *Single-cell storms* with one updraft. • *Multi-cell cluster storms* usually with one larger updraft but with other updrafts growing as the storm’s downdrafts hit the ground and flow out to force air up, creating new updrafts. As some updrafts are weakening, others are growing. • *Multi-cell line* or *squall line* storms with the individual cells spread out in a line, which can be more than a couple of hundred miles long. • *Supercell storms*, which contain a rotating mesocyclone, maybe 10 miles across, rising into the storm. The mesocyclone is part of a complex pattern of air movements that helps keep supercells going for hours and also helps them to produce the strongest tornadoes, along with other kinds of very nasty weather. (If you see a weather radar display with the word “meso” near the storm, you know the storm is a supercell.) As warmer weather makes flying more attractive, the main lesson for pilots is to keep an eye out for days when all of the ingredients could be coming together for thunderstorms.

A quick way to do this is to access the opinions of the National Weather Service’s thunderstorm experts by going to the [NWS Storm Prediction Center’s convective outlooks](#) on the Web. Convection refers to the up-and-down air motions needed for thunderstorms. The Center focuses on severe thunderstorms-storms that could produce surface winds of 55 knots or faster, hail at least three-quarter-inch in diameter, or tornadoes. If the Center is not forecasting severe storms, you still want to obtain a good preflight weather briefing to ensure that you aren’t likely to run into garden-variety storms. Even a “weak” thunderstorm represents a lot of power that you don’t want to challenge with an airplane. Unless you are very knowledgeable about the weather, don’t count on being able to be able to look at a cloud and tell whether it’s dangerous. You might think that all dangerous storms look dark, even menacing, but that’s not the case. If you are on the same side of even the most dangerous supercell as the sun, especially in an airplane, the storm’s cloud is going to be white. Unless your airplane has onboard weather radar that you know how to use, or you’re in contact with someone on the ground who’s looking at a weather radar (air traffic controllers’ radars generally do not show weather in detail), you have no way of knowing what’s hidden in a white cloud. Your best defense is knowing that thunder-storms are around, and avoiding them.

By Jack Williams

Jack Williams is the weather editor of usatoday.com. An instrument-rated private pilot, he is the author of The USA Today Weather Book and The Complete Idiot’s Guide to the Arctic and Antarctic, and co-author with Bob Sheets of Hurricane Watch: Forecasting the Deadliest Storms on Earth.

Winter’s last gasp agitates April’s air

