



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

CAROLINA WINGSPAN

Commander's Corner

January-February 2006

I want to take a moment in this newsletter to try and explain a very real threat to all of us in NC Wing CAP. It is very real and is a silent killer of almost all volunteer organizations. It destroys those things we cherish. It permeates all the good deeds we try to accomplish. It spreads faster than any winter flu. The threat I am speaking of is *Apathy*. This is when volunteer members decide to just let someone else do it. It is when our own enthusiasm for the organization's goals and objectives is mediocre. It is when new commitments are impossible and old commitments seem to have less importance. Apathy in any volunteer organization is noted by symptoms of inactivity, low energy, and a lack of commitment to schedules, goals and objectives.

Many of you might say this is not so. After all, you have a great local cadet program going on, or an energetic local squadron meeting every week or so, or your local unit constantly has good fellowship and good times with local friends you have made through CAP. But when we see so many members not willing to step forward to serve on Wing Staff, not willing to commit to training that has been funded by the US Air Force and planned by Wing Operations, or not plug in to communication networks set up for the betterment of the Wing, then the only conclusion can be that these members do not care about their future in CAP. Without the generous efforts of so many at the Wing Staff, the local units could not have any program. Without the incredibly hard work of our Wing Staff, our supplies, uniforms, radios, and numerous other resources would not be available. Without the almost daily commitment by just a few, this Wing would soon be a small footnote in the history of Civil Air Patrol.

NC Wing has many goals and objectives. We have a brand new airplane headed our way, equipped with SDIS. We have viable and active programs for AE, Cadet activities, and ES Operations being planned and funded by some dedicated and hard working Wing Staff. But without your commitment as a member of NC Wing, none of these efforts will be fruitful. If we allow *Apathy* to infect our thinking across the Wing, then ALL the activities we enjoy and love at the local level will be in danger of withering away. The program at the local level cannot exist without the structure and support of the Wing, and the Wing cannot prosper without the commitment and active participation of every member across this Wing. I encourage you to be a part of the inoculation against Apathy and take a positive step toward supporting this Wing today. Our collective futures depend on it. You have the individual power to make it happen. I am confident your love of CAP and your demonstrated volunteer spirit will guide you.

God bless each of you as you contemplate your part in the future of this great Wing.

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

FINAL SALUTE ... Space will be provided in each issue of Carolina Wingspan to pay tribute to our Civil Air Patrol comrades who have moved on to a *higher plain*.

Please send details to the editor at: donpenven@nc.rr.com

**2006 North Carolina Wing Public Affairs
Boot Camp**

Featured in this issue:

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Mission Information Officer (MIO) School

What : 2006 North Carolina Wing Mission Information Officer School

When : Saturday, 11 February 2006

Where : North Carolina Wing HQ Library

Time : 1000 hrs to 1400 hrs

Open to : All MIO Trainees, MIO's and those wishing to learn more about the CAP MIO function.

Attire : Any CAP uniform worn to regulations.

What to bring : Your copy of the MIO School handout if you attended the 10 September 05 MIO class. If you do not have the handout, I have more copies. Bring a notebook. Bring some type of snack and beverage. We will not be breaking for lunch.

How to apply : There are no forms to send in. Just reply to this e-mail notice no later than 8 February 06. tonybiondo@msn.com

Notes : I have secured a practice mission number for this MIO School. All members who attend and have met the appropriate CAP ES MIO requirements, will receive credit for this mission number. This school will also count towards your CAP PAO Training Track.

I encourage all interested Incident Commanders who wish to learn about the MIO function, to also attend.

Lt Col Anthony Biondo Jr
Public Affairs Officer
North Carolina Wing
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Last call for UCC training. Come on people--it's free!. SEE PAGE 16. I'll be there. Will you?
Ed.

MEMORANDUM FOR ALL CAP UNIT COMMANDERS

FROM: CC

SUBJECT: Change to CAPR 39-2, Civil Air Patrol Membership

1. Paragraph 4-2b of CAPR 39-2 currently states that members renewing over 90 days from their expiration date are subject to acceptance by the unit and higher headquarters, payment of retroactive membership dues and are required to submit a new fingerprint card. Effective immediately a new fingerprint card will only be required if the individual is late renewing more than **180 days** from their expiration date.

2. A formal change to CAPR 39-2, "Civil Air Patrol Membership," will be forthcoming. If additional information or assistance is required please call Membership Services at 877-227-9142.

ANTONIO J. PINEDA
Major General, CAP
National Commander

Five Deadly Attitudes

I'm writing this on Friday, December 30, 2005. The NC Wing has been busy today. LTC's Crawford and Willis had been "on station" since last night. It appears that a Cirrus SR22 crashed after leaving Jackson Co. Thursday afternoon around 12:30pm. Weather may have been a factor. We will know all the facts available after the FAA and NTSB finish with their investigations.

Earlier this month, CAP had its first fatal aircraft accident when a 4,000 hour CFI in the Wyoming Wing flew into a river gauging cable suspended 25 feet above the Snake River.

I received my AOPA ePilot and read the article concerning the two boobs that thundered their Mighty C150 into the Washington ADIZ last May. That stunt didn't kill anyone but it is still causing all of us problems and may cause more in the future.

While pondering all of this crummy news a thought popped in my head from a lecture I heard nearly six years ago. (That's no small feat for someone that can't remember where he just laid his car keys.) I was sitting in Private Pilot's Ground School at Wake Technical Community College listening to this crusty old codger snort and bellow about something he called the five deadly attitudes.

These attitudes were anti-authority, impulsiveness, invincibility, withdrawn, and get-there-itis. Cap'n Jim told us that all of these were bad traits to have if we intended to be pilots and live to a ripe old age, like him.

Anti-authority

The anti-authority pilot has to be a sad, miserable soul. If you're a pilot or have been around flying for a while, you know we are regulated to the hilt. If you don't like to obey rules and regulations, don't bother to get a pilot's license. The FAA mandates rules for currency, fuel reserves, weather minimums, air space restrictions, check lists and on and on. These rules exist because someone along the way died and a rule was written to keep the rest of us from making the same mistake.

A CAP pilot with the anti-authority trait will have an absolutely miserable existence. CAP adds a whole extra layer of regulations on top of those from the FAA. The bottom line is simple. If you don't like being told what to do, flying may not be your thing.

Impulsiveness

The dictionary defines impulsive as careless, devil-may-care, emotional, hasty, rash, and unpredictable. The part of the psyche that wants to be impulsive will work in opposition to the training that pilots receive. Flight planning, pre-flighting the aircraft, and weather briefings are a few of the things that the impulsive pilot might want to avoid or not follow through completely. Trying to "beat the weather" might be another impulsive thought that enters the pilot's head. Ignoring any of these or short cutting them could lead to problems later on in a flight.

In CAP, we have procedures (see anti-authority above) that preclude this bad habit. If you ignore these procedures, your CAP career will be short-lived.

If you feel an attack of impulsiveness coming on, then slow down, back up and think ORM. Recite the AESOP process: Assignment, Equipment, Situation, Equipment, and Personnel. Think before you act. Don't do nothing stupid.

Invincibility

This can also be called the "Tom Cruise Syndrome" since the Top Gun pilot could fly his way out of anything. This pilot thinks that his superior skills will get him out of any predicament. Rules may apply to the lesser experienced pilots, but not to him. This individual is so macho that the aircraft he flies is not limited to the weaknesses and restrictions of similar class, category and type airplanes. G-forces, fuel burns, and v-speeds are different for his ship.

This folks make for some interesting reading in the NTSB reports, but they don't make for very good pilots. I believe it was a quote contributed to Chuck Yeager that goes something like "There are old pilots and bold pilots, but few old, bold pilots."

Withdrawn.

This is the pilot that suffers from this attitude is the pilot that doesn't use flight following or talk to ATC. He is afraid that he will annoy or bother someone. He may just assume that other pilots will find and avoid him in the air.

As an aircrew member on a CAP flight, he might sit back and allow something he thinks is unsafe to occur because he doesn't want anyone to get angry with him.

This attitude is easy to fix in CAP. "Knock it off" is the phrase that we all use and obey. Talking to mission base is mandatory. No way out of it. Either as a pilot or an observer, you will talk to someone at some point in your CAP career.

Get-there-itis

This attitude is the compulsion to get the job done regardless. We may want to get back home to see the family or get to a jobsite to inspect work or attend a meeting. This attitude is the one that tells you that if press on, you'll be home soon. Common sense may be trying to tell you to land here, rest overnight, and continue on tomorrow. Or land and take on fuel, don't try to stretch the reserves.

As CAP members, we all want to be successful in our missions for America. There is a tendency, because of our missions, to push into situations that may be hazardous to the aircrew and aircraft since we are attempting to save life or relieve suffering.

I won't judge any of the pilots in the 3 events I read about today, but some of these attitudes may have had an effect on these folks. Consider these 5 deadly attitudes before you fly. We all suffer from some or all of them. Your life may depend on it.

Watch your six.

Lt. Dan McCollum, Wing Safety Officer.

Happy New Year!

It's a brand new calendar year! Winter weather will eventually get to the Carolinas. That's usually a good time for "hangar flying". My old Cessna is kinda drafty around the doors and wing vents (reduces the chance of CO poisoning, but increases the chance for frostbite), so on real cold days she flies the hangar.

If you find yourself in the same situation, you may want to spend the time reviewing the Regs and boning up on things that may be forgotten due to lack of use. AOPA has a very good article on their website that lists some of the most important FAR's to review.

<http://www.aopa.org/pilot/features/mos9701.html>

If you pay a visit to the AOPA web page, visit the Air Safety Foundation's page, also. All of the information there is free to AOPA members. At my home squadron, we used the online courses as a basis for our Sights on Safety program. As members take and pass each course, a printed certificate can be produced, stored in a Sights On Safety Notebook, and used to indicate their participation in the program. Some of these courses count as credit for the FAA's Wings program, too.

http://www.aopa.org/asf/online_courses/

The recommended Sporty's quiz for this month is listed below. It's a regulatory review for IFR pilots.

<http://www.aopa.org/asf/asfquiz/quizzes.cfm?SA=Quizzes&QuizId=51>

Since we're not all cloud card certified, there's also a quiz on Class B Airspace for those of us that cherish visual flight rules.

<http://www.aopa.org/asf/asfquiz/quizzes.cfm?SA=Quizzes&QuizId=54>

If you have access to AOPA's website, please take the time to read this article:

<http://www.aopa.org/members/files/pilot/2006/flight0601.html>

This deals with the ADIZ incursion last May. Just for fun, make a list of all the mistakes that were made in this flight and discuss your findings at a CAP meeting.

With Old Man Winter around for a while, we also need to consider winter driving safety. While we don't have the big snowfalls in the Coastal and Piedmont groups that the Mountain group gets, all of us should be prepared for poor driving conditions. Remember the Great Flurry of '05 that paralyzed the Research Triangle? The following links contain some good pointers for driving in Winter weather.

<http://www.fema.gov/hazards/winterstorms/winterf.shtm>

<http://www.cartalk.com/content/features/WinterDriving/>

<http://www.nccrimecontrol.org/Index2.cfm?a=000001,000113,000440,000447>

Driving isn't our only concern with Winter weather. Ice storms and deep snowfalls do occasionally visit us down here in the Sunny South leaving us without electricity and drivable roads. The following links offer some great tips on personal protection against the cold and ice of Winter's worst.

<http://www.redcross.org/services/disaster/keepsafe/winter.html>

<http://www.osha.gov/SLTC/emergencypreparedness/guides/winterstorms.html>

<http://www.fema.gov/hazards/winterstorms/winterweatherf.shtm>

If you've read the January Sentinel, at <http://level2.cap.gov/visitors/programs/safety/newsletters/2006/> you may want to check out this site:

<http://brsparachutes.com/1st%20responder/InstPersonnel.pdf>

It's all you ever wanted to know about BRS Systems and the extreme danger they pose to first responders at a crash site where the sys! tem has not deployed. We had a brief discussion concerning this back in the October 2005 Sentinel. These BRS things can be major league, NCAA, ACC basketball dangerous.

Have a safe January and Don't Do Nothing Stupid.

Watch your six.....

Dan McCollum, 1LT CAP

Safety Officer

North Carolina Wing CAP

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Editor's Note: No, these links won't work if you click on them. Just copy and paste them into your Internet Browser. That should work.

Additional note: *Watch you six* is an expression used by combat pilots during WWII. It meant watch your six o'clock position for the guy about to shoot you down! Lt. Dan isn't really old enough to remember that term, but I am.

DP

Proper Uniform Wear While on CAP Missions

All members are reminded that proper uniform wear while on CAP missions is essential. This is critically important for mission aircrews, as a proper uniform IAW CAPM39-1, is mandatory per CAPR 60-1. In particular - AF style uniforms (e.g. Flight Suit), require the member to meet the height/weight standards in CAPM39-1, have their hair cut, have the insignia properly placed and attached, and wear the correct footwear.

Future failure to wear proper uniforms will result in the inability of a member to participate as an aircrew member. Your attention to this important matter will be greatly appreciated.DC

David E. Crawford, Lt Col, CAP

Director of Emergency Services, North Carolina Wing

Interim Commander, Piedmont Group, North Carolina Wing

48 Complete Yeager Award

Congratulations to the 48 Seniors listed below who completed the AE Program for Senior Members in 2005

Over 310 seniors (approx 36% of seniors) in the NC Wing have completed their Yeager:

Are you one of them ?

The Boone Composite Squadron received the 2005 Yeager Maker Award for the most AEPSM completions . *What unit will win the 2006 award ?*

Compelling questions with an easy answer:

visit : <http://level2.cap.gov/index.cfm?nodeID=5536> and *take the challenge !*

Remember AE begins with you !

Major Harkness

DAE

If your name is not listed below and you took the test and submitted completed test certificate in 2005;

let me know right away:

Congratulations to the 2005 Yeager Takers

001	Capt	Cecil	Parks	153	Capt	Paul	Supina
007	1Lt	Mark	Henderson	153	1Lt	Frances	Supina
007	SM	Robert	Kennedy	153	SM	Frances	Troxler
007	1Lt	Jonathan	Kulak	153	Maj	Larry	Woodrow
007	SM	JoAnn	Mason	160	Maj	Michael	Buhl
007	2Lt	Stephen	Oldham	160	SM	Mary	Fleagle
019	2Lt	Richard L.	Feeman	162	1Lt	Kristie	Kirk
019	SM	Thomas	Adkins	162	2Lt	Forrest	Shook
019	Capt	Donald	Brandon	803	Maj	Donald	Dyer
019	SM	James	Locke				
023	2Lt	Andrew	Almeter				
023	1Lt	Kevin	Hinton				
024	2Lt	Rick	Hensley				
050	Capt	Steve	Brown				
055	2Lt	James	McKenzie				
055	Lt Col	David	Yow				
082	1Lt	Frank	Jirik				
107	2Lt	Barry	Christian				
119	2Lt	Robert	Holloway				
119	2Lt	Charles	Holmes				
119	2Lt	Rosemarie	Salvato				
119	2Lt	Anthony	Salvato				
124	Capt	Steve	Lail				
126	2Lt	Joseph	Clark				
137	Capt	Richard	London				
137	Capt	Dennis	Middleton				
137	2Lt	Steven	Walden				
141	Lt Col	Charles	Ayers				
141	2Lt	Winfield	Henry				
141	Lt Col	John	Workman				
145	1Lt	Richard	Netherby				
150	Maj	Sankey	Blanton				
150	Capt	Paul	Meade				
150	Lt Col	Kenneth	Menzie				
153	SM	James	Buchanan				
153	2Lt	James	Gardner				
153	Capt	Karl	Marx				
153	1Lt	Seth	Norris				
153	2Lt	Lisa	Shuskey				

Golden Eagle Cadets lead MLK parade

North Carolina – Cadets and Senior Members of The Golden Eagle Composite Squadron (NC-142) from Salisbury N.C. participated in the Martin Luther King day parade. Four cadets served as the color guard and lead the parade with the CAP van and emergency services trailer just behind.

The CAP has this honor every year

Capt. James P. Williams
Information Officer
Golden Eagle Comp. Sqdn.



L-R: Cadets Mathew J. Salgado-Brittany N. Gilbert
Jonathon D. Chaney-Kurt T. Stebe

Raleigh-Wake holds awards ceremony

NORTH CAROLINA — Raleigh-Wake Composite Squadron held its annual cadet awards night Jan. 17 at squadron headquarters at the Raleigh-Durham International Airport.

Dignitaries from the North Carolina Wing in attending included wing commander, Col. Larry Ragland, and Lt. Col. David Crawford, wing emergency services officer and Group Two commander.

Before family, friends and dignitaries from the North Carolina Wing, Cadet Senior Master Sgt. Jeremiah Coogan was presented with a plaque naming him as squadron cadet of the year.

According to deputy commander for cadets, Maj. Al Theriault, Cadet Coogan is a home-schooled senior and is working to achieve his Gen. Carl A. Spaatz Award. “He hopes to attend the U.S. Air Force Academy after high school graduation,” Major Theriault said.

Major Therriault also presented Cadet Airman Michael Watt his First Flight Certificate, and Cadet Senior Master Sgt. Hamilton Evvard his Titan Completion Certificate in model rocketry.

Squadron commander, Capt. Ray Walters presented Commander’s Commendations to Cadet 2nd Lt. Dereck Herchko for service as cadet commander, and Cadet 2nd Lt. Charles R. (Trey) Walters III for service as deputy cadet commander.

Awards presented to senior members for their service included:
Capts. Ray Walters and Sal Tripoli – cadet orientation flight pilots;
2nd Lts. Glen Stewart and Sam Brandt – aerospace education and model rocketry programs; and
Capt. Dion Viventi – cadet testing officer.

Cadet 2nd Lt. Charles Ray Walters III, 17, received his silver wings. Cadet Walters is the deputy commander for the Raleigh-Wake cadets and is only the second cadet in the North Carolina Wing to achieve his wings. The wings were pinned on Cadet Walters by his father, Capt. Charles Ray Walters Jr., squadron commander.

Cadet Walters also received a letter of commendation from North Carolina Governor Michael F. Easley, and a proclamation and congratulatory letter from State Senator Neal Hunt of the North Carolina General Assembly.

Carolina Wing Activities

Coastal Base 21 team visits Newport Rotary

Capt. Linda Eldredge of Coastal Patrol Base 21, Beaufort NC made a presentation to the men and women of the Newport Rotary Club on December 12, 2005. Capt. Eldridge treated those in attendance with a talk on the CAP mission and the many contributions made to the community and state. On hand to assist her was CAPT. Robert Chambers, who had set up an excellent display of ELTs and EPIRBs and he explained how CAP becomes involved with these devices when they are activated—either due to an aircraft crash or they activate accidentally.

Capt. Eldredge is the wife of CPB 21 commander Major Fred Eldredge, and he as well as Capt. Chambers both recently received commendations for their top notch work in this area of search and rescue missions.

Capt. Linda Eldredge addresses the Newport Rotary Club



G-1000 Training to begin

Ladies and Gentlemen,

The first two ground school courses for the G1000 will be held at the Raleigh Wake Squadron in the GAT building at RDU. Each course will last two weeks. Classes will be on Wednesdays and Fridays from 7PM to 9PM. Additional classes for remedial and makeup will be on Saturday, 1PM to 4PM and Sunday 2PM to 5 PM. The first course will begin February 1, and the second immediately after the first is completed.

The first course will be open to Check pilots and Mission pilots. The second course will be open to all other pilots and observers.

Additional ground school courses will be conducted at Wing Headquarters as needed.

The flying portion of G1000 training will be conducted on Saturdays and Sundays. Aircraft can be scheduled at the GAT building.

BTW, I will be out of the country from Jan 24 thru Jan 31. Inquiring minds take note!

Sal Tripoli, Capt, CAP
NCWG/DO

Help needed to form Sanford squadron

Group 2 members, commanders and staff:

I am seeking volunteers who are interested in assisting with the establishment of a squadron in the greater Sanford area. This is an area of group 2 that is not served by any of our existing squadrons. If you are interested in working on this project, please contact me directly. Initially we may establish a Flight, subordinate to another unit in Group 2, however the goal is to have a fully functional squadron.

David E. Crawford, Lt Col, CAP
Director of Emergency Services, North Carolina Wing
Interim Commander, Piedmont Group, North Carolina Wing

NC Wingtips

New Cessna 182 coming to NCWG

North Carolina is slated to receive a brand new C-182T equipped with the Garmin G1000 all glass avionics suite, in early 2006. In advance of the arrival of that aircraft, I need each unit commander in Group 2 to put together a list of their pilots who meet the following criteria, so that we can put together a training plan for crewing this aircraft. Specifics about the requirements for qualification in the aircraft will be forthcoming from the Wing DO and Wing Stan/Eval staff.

Criteria:

Pilots who have a current Form 5 in a C-182RG

Pilots who have a current Form 5 in a C-182T

If a pilot is on both lists, simply put the pilot on the C-182T list.

Further breakdown the pilots in both categories into VFR only and IFR pilots (annotated Form5 indicating instrument privileges are authorized, and pilot is instrument current).

While wing has the Form5 data on file, we need the units to scrub this list to assist us, by only putting pilots on the list who are actively flying in the wing, and that the unit is prepared to recommend to receive training in the G1000 mission systems.

Be prepared to provide this list to me, by unit, NLT 15 January.

Your attention to this matter will be appreciated.

David E. Crawford, Lt Col, CAP

Director of Emergency Services, North Carolina Wing

Interim Commander, Piedmont Group, North Carolina Wing

Fayetteville SAREX in February

To all ES qualified personnel:

Fayetteville Composite Squadron will host a SAREX on 18-19 FEB 06. This will be a ground team focused exercise that will cover most tasks associated with an airplane crash scenario. We will use aircrews initially and there may be concurrent training. Ground Teams should be prepared to spend the night in the field depending on what sorties are required. Those wishing to participate should review the GT task guides. Trainees are welcome but must have the preparatory tasks completed. We will have members there that can sign almost any task. This should be a funded event pending approval. Interested squadrons should e-mail me ASAP with estimates of how many with what qualifications will attend. We will not announce the mission base until the morning of the exercise for added realism. Squadrons are encouraged to pre-stage.

I hope to see you there.

Maj Joshua Bauer

Commander, NC-007

NC Wing Cadet training in February

Wing Cadet Training is coming up 3-4 February! If you have not signed up (or even considered signing up), please take a moment and check out the website at www.wct.cadetprograms.com to see some of the activities that will be going on that weekend. The application process is posted there as well.

If you are new to the cadet program, this is a great way to meet cadets from all over the Wing and if you are a seasoned CAP veteran cadet, this is a great way to offer your expertise to those following in your footsteps!

Seniors, there are still spots available for you as well!

If you have any questions, please feel free to contact me.

Hope to see you there!

Shelley Chalmers, 1Lt, CAP
Operations/Administration Officer
Wing Cadet Training Weekend
Deputy Commander for Cadets
Franklin County Composite Squadron

Cadet Encampment News

I am pleased to announce the following cadets who will serve in the three Senior Cadet Executive Staff positions for the encampment:

Cadet Commander - C/Major Ryan Strug
Cadet Deputy Commander - C/Major Chrishon McManus
Cadet Executive Officer - C/Capt Kelly Weeks

The encampment will be in June of 2006 and will be located at Cherry Point Marine Corps Air Station in Havelock, NC.

I want to thank all the cadets that applied for these positions and the senior members that served on the review board. The competition was very keen. I am proud to have seen the dedication and professionalism exhibited by the 6 cadets that competed.

Be safe in all you do!

Col Tink Schaffer, CAP
Director of Cadet Programs
NC Wing

Cadet Lanier to attend West Point

Please join me in congratulating Cadet Jonathan Lanier on his appointment to the United States Military Academy at West Point, Class of 2010. Cadet Lanier hails from the Franklin County Composite Squadron and currently serves as Flight Sergeant. He was also named 2004 Squadron Cadet of the Year as well as Honor Cadet at the 2003 NC Wing Encampment.

Cadet Lanier will join current West Point Plebe Russell Creech in representing the Franklin County Composite Squadron at USMA!

Congratulations Cadet Lanier!

Shelley Chalmers, 1Lt, CAP
Deputy Commander for Cadets
Franklin County Composite Squadron

Wilmington SAREX, 21-22 Jan 06

Civil Air Patrol units from across the state converged on Wilmington International Airport on the morning of January 21st. to participate in a search and rescue exercise. According to Lt. Andy Wiggs, emergency services officer for the Cape Fear Composite Squadron, four CAP aircraft and several ground teams were dispatched from the squadron command center at ILM.

Lt. Col. Stan Ingram served as the incident commander and he said that simulated emergencies have been set up within a 10-mile radius of ILM. "Emergency Location Transmitters (ELTs) have been placed at scattered locations. Aircrews are dispatched to use direction-finding radios to locate the practice beacons. After the aircraft pinpointed a probable signal location, ground teams equipped with portable direction finders moved into the area and locate the transmitters."

In an on-camera interview with a local TV station, Col. Ingram stated that part of CAP's mission is to respond to these emergency signals that are first picked up by US Air Force satellites. "Using coordinates supplied by the Air Force Rescue Coordination Center (AFRCC), CAP teams are tasked with the assignment to locate the source of the ELT signal and to ensure that it is silenced," he said. "Most civilian and military aircraft are equipped with ELTs that are activated during an aircraft crash."



Lt. Col. Stan Ingram is interviewed by a reporter from WWAY-TV



Lt. Dave Oldham, AOBD, briefs an aircrew



Ground team prepares to depart



Aircrews sign in

Photos by 1st. Lt. Don Penven



Ground team reports to debriefing

SAREX Continued...



Major "B" briefs ground team



991CP prepares for IFR flight back to RDU



Maj. Al Therriault runs mission base radios



Lt. Andy Wiggs, SAREX Operations

Photos by 1st. Lt Don Penven

Wilmington SAREX wrapup



Dawn, January 21, 2006 Wilmington International Airport

Wilmington, NC

47 CAP senior members and cadets participated in the weekend SAREX representing NC Wing Staff, Groups 2 and 3 Staff and the following squadrons: Cape Fear Comp. Sq., Chapel Hill Comp. Sq., Fayetteville Comp. Sq., Franklin Co. Comp. Sq., Goldsboro Comp. Sq., Jacksonville Comp. Sq., Johnston Co. Comp. Sq., Raleigh-Wake Comp. Sq., Tar River Comp. Sq., and Topsail Comp. Sq.

On the first day of the exercise, January 21, a total of 12 sorties were flown with four aircraft. Two ground teams completed four sorties. One aircraft sortie involved an actual ELT mission in Brunswick Co., but no signal could be located when the aircraft arrived on station.

Key personnel involved in the SAREX included: Lt. Col Stan Ingram - Incident Commander; Lt. Col. Keith Hodgin - Insp. General; Lt. Andy Wiggs - Operations; Capt. Glenn Drew - Safety; Lt. Dave Oldham - Air Ops.; Maj. Brian Buczkowski - Ground Ops; Maj. Donald Dyer - Chaplain; Capt. Michael Starr - Comm. Unit Leader; and Lt. Don Penven - Mission Info. Office.

Weather was a concern throughout most of Saturday as lowering ceilings and an approaching line of heavy rain approached from the West. Most of the aircraft departing for home base were required to file IFR flight plans. Low ceilings and forecasted rain was on tap for Sunday, and only two aircraft were on hand, which flew two sorties while ground teams completed three sorties.

Lt. Andy Wings, Cape Fear and Group 3 emergency services officer stated that his squadron averages one small scale SAREX per month. "This is the first major, funded SAREX run by the squadron in some time," he said.

Cape Fear's squadron commander, Lt. Col. Jerry West, expressed his thanks for all who participated in making this a safe, successful exercise.

1st. Lt. Don Penven
Mission Information Officer

Semper vigilens: MAYDAY, MAYDAY!

Semper Vigilens is much more than just a cool motto as one North Carolina aircrew learned nearly one year ago.

[Then] NCWG StanEval Chief, Capt Jason O'Brien and 1st Lt Jim Robinson of NC055 were performing routine instrument work in a CAP aircraft in the area of Fayetteville, NC on 17 January 2005. Their concentration was suddenly jarred by a chilling cry in their headsets: "Mayday, Mayday!" This distress call was broadcast at 1545 local time on Fayetteville approach by a Beech Sundowner which had lost power 15 NM SE of FAY. The radios immediately went silent except for the controller asking vital questions.

The disabled aircraft was attempting to reach an open field in a rural area when the pilot announced that he would be unable to make it and was going down into the trees...as it happened, a mere 100 yards short of the target field.

O'Brien and Robinson heard that the mayday call was immediately followed by an ELT signal on 121.5, which they had been monitoring per standard CAP procedure. Coordinating with Fayetteville Approach, the crew received a good vector based on last known coordinates of the Beech, and in less than 5 minutes they were overhead of the downed aircraft, which Robinson spotted down among the trees. The aircrew could see that the left wing of the accident aircraft had been sheared off. The fuselage was lodged between two trees.

The immediate challenge was an inoperative CAP radio which hampered critical communications with CAP resources. Due to the nature of the potentially life-threatening emergency, the crew opted to fall back on a cellular phone—an illegal *act per se*—to contact NCWG staff for mission authorization. Within a matter of minutes, the NCWG commander, Col Larry Ragland had authorized a 911 mission. This was followed very shortly by an AFRCC mission number from Major Jeff Willis, NCWG ES Director, likewise communicated via cell phone.

In the absence of direct communication with emergency crews, O'Brien and Robinson then quickly relayed crash site coordinates and landmark information to Approach Control who in turn, contacted local fire and rescue personnel. With the CAP aircraft expediting correct placement, Emergency Services personnel arrived on the scene within 15-20 minutes of the find. The quick response was all the more critical due to the unseasonably frigid January temperatures. The pilot had managed to exit the crash quickly and safely without major injuries.

All in a day's work, right? Not quite yet: CAP's job was still not completed as the attending emergency crews had neglected to silence the ELT before leaving the site. So, O'Brien and Robinson remained on station to guide a CAP UDF team, already en route by now, to the crash site. However, the lack of CAP communication capability continued to hamper coordination with the ground team. It was necessary to resort to another backup communication means. By now, some 2.5 hours later, night had fallen, making visual contact with the ground team impossible. Nor were there pre-coordinated VHF frequencies to use as backup communication in such events. By now, the UDF team had spent 45 minutes trying to get a general fix on the ELT signal. The resourceful aircrew then turned to a little-known capability of our DF equipment by contacting the UDF team on 121.5 over the ELT signal. The UDF team could see the orbiting CAP aircraft and had been preparing to exit the truck to DF the crash site the "old fashioned way" when they heard this call over their handheld scanner. The aircrew was directing the UDF team to monitor 123.1 for further guidance to the site. The UDF team, consisting of Group VI Commander, Maj Dave Fitchitt, and Capt Josh Bauer, reached the accident aircraft with little delay. Capt Bauer later reported, "The abandoned airplane was suspended in the trees about two feet from the ground in the front, and five in the back. We were struck with admiration of the pilot's discipline and skills, and were grateful that he was not hurt. We noted all required information and then I climbed up the inside the tail to silence the ELT."

Summary: several factors converged here in the accident pilot's favor:

- His commitment to execute a successful, controlled landing in the trees when it became obvious he would not reach the target field. (A common panic reaction is to attempt stretching the glide, resulting in a stall.)
- An ATC controller who happened to be former CAP member and who responded immediately and properly to the CAPFLT RESCUE call sign from the CAP aircrew. The controller quickly cleared the surrounding airspace for search operations. He also knew that the CAP aircraft should have DF equipment on board.
- The CAP aircrew just happened to be airborne in the vicinity and was actually following standard procedure by monitoring 121.5.
- Resourcefulness and efficiency of aircrew in responding not only to the immediate emergency, but also to the serious communication handicaps when time was of the essence.

Ever vigilant to turn any situation into a teaching opportunity, StanEval Chief Capt O'Brien urges aircrews to always heed the following:

"We monitor 121.5 for several reasons.

1. It allows you to hear any activated ELT within range.
2. If the aircraft were not near an approach control and not talking to center for flight following, the easiest way to make sure you get heard is to broadcast the mayday call on 121.5. Do you know how many airliners and military aircraft— because they are required to—probably heard that call.
3. It enables CAP to immediately hear the call and to respond without wasting precious minutes (or even hours) taken by the usual notification process.

In case of engine failure, the PIC should move quickly to set up an optimal glide path.

"Also,

1. Be prepared to fall back on cell phone communication, but only in an emergency as the FCC prohibits cell phones from even being switched on while aloft.
2. Be prepared at all times to quickly provide the following information should one encounter an emergency:
 - a. Location – most important information
 - b. Nature of the emergency
 - c. Type of aircraft
 - d. Number of souls on board
 - e. Fuel on board
3. In case of engine failure, the PIC should move quickly to set up an optimal glide path.

Also, it is highly advisable for CAP units to periodically brief local approach controllers on our capabilities and procedures. This is in the interest of quick, efficient responses to CAP involvement in emergencies. In this case, the controller just happened to be a former CAP member and as soon he heard the CAPFLT RESCUE call sign, he knew to immediately begin clearing the airspace for search operations. He also knew we had (or at least should have had) DF equipment on board."

NCWG Commander, Col Larry Ragland was quick with his praise for this NCWG aircrew: "My congratulations to Capt O'Brien and the air and ground crews of Group VI. They did a great job of getting immediate assistance to one of our fellow pilots in desperate need. Please heed Capt O'Brien's message about monitoring the frequencies and always being vigilant whenever you are in a CAP aircraft. A 911T mission can always be issued whenever life and property are at immediate risk. Days like yesterday make us all very proud to be a part of NC Wing Civil Air Patrol."

By Lt Col Sandy McKethan, PAO, NC055

FROM YOUR WING LEGAL OFFICER:

Those members who have attended one of my "Legal Officer" seminar sessions at either the last Wing Conference or the recent CLC in Fayetteville may remember my three simple rules for staying out of jail or otherwise facing criminal liability during your CAP activities:

1. Avoid Misappropriation of Funds or Property
2. Avoid Misconduct with Cadets
3. Avoid Falsification of Records



Wing Legal Beagle

Below is a recent reminder from AOPA concerning "Falsification of Records"

PENALTIES STIFF FOR FALSIFYING MEDICAL APPLICATIONS

For many pilots, a periodic visit to the aviation medical examiner to renew their medical certificates is a routine part of flying. But complacency can foster carelessness and result in an inadvertent omission of what the FAA would consider pertinent medical information from the medical application.

If you make an inadvertent oversight, and the FAA picks up on it, a letter of explanation and supportive medical documentation will usually resolve the issue. Intentional falsification is a different story. For example, the U.S. Department of Justice recently handed down indictments against a pilot who, several years ago, made knowingly false statements on FAA medical certificate applications. The FAA and Justice Department can and do impose severe penalties for those who fraudulently misrepresent their medical histories when completing FAA Form 8500-8.

Maj. John Maxfield, CAP
NC Wing JA

Unit Commanders Course 2006, January 28-29 2006 Wing HQ, Burlington - Last Call

The 2006 edition of the Unit Commanders Course will be held January 28-29 2006 at Wing HQ in Burlington. This course is not just for current and future commanders but is a good course for anyone in a leadership role in CAP.

How to attend UCC:

Email your intention to attend to me at shelbync050@earthlink.net.

Mail a completed CAPF 17 and check to me NLT January 15 2006. But please do not wait until the last minute.

Food:

Donuts, coffee, juice will be on hand both days for breakfast and deli trays will be for lunch.

Lodging:

On your own. There are several reasonable motels at exit 145 (one exit from the wing hq exit) such as Motel 6, Holiday Inn, Comfort Inn, etc.

Uniform:

AF Blues or Gray and Whites

If in doubt consult CAPM 39-1

NO BDU'S or FLIGHTSUIT! If you fly in bring a change of uniforms.

See you in January.

Capt. Chris Davidson
Director UCC 2006
135 Flack Rd
Forest City NC 28043
828-289-3338

Hanger Flying

Happy Anniversary--to me. It's been one full year since I showed up at a senior meeting of the Raleigh-Wake Composite Squadron and asked for an application. A lot has happened since that night, most of which a great number of you have already done too. But over the last few days some life-changing things happened to me, and I'm hoping my experiences will have some meaning to you.

Thursday night was a regular senior member meeting at Raleigh-Wake. I got home by 9:30 and decided to work on this newsletter for a while. I had scheduled Friday as a vacation day so I didn't mind staying up a little later than usual--usual being 9:30 bedtime.

Along about 11:30 as I clacked away on the VAIO an email popped in. It was from Andy Wiggs at the Cape Fear Composite Squadron. He asked if I could serve as Mission Information Officer for the Wilmington SAREX for the weekend. I was stunned. I had completed the MIO requirements but was more than apprehensive. "Lt. Col. Crawford recommended you," Andy had said. Can't argue with that logic, I thought. And since I only had one thing to do on Friday, I said yes and agreed to be at their headquarters Friday night around 6:00 p.m.

I had been watching the weather all week long because Friday was a special day. A prospective buyer and his friend--a private pilot and A&P--were flying up from Florida on Delta to RDU to inspect my Grumman Cheetah with the intent of buying it.

The weather couldn't have been better on Friday morning. I drove to RDU and proceeded to clean out the airplane. I remembered what "Jim," the fellow who sold me "Purdy" had said. "Boat owners say that the two happiest days in their life is the day they buy a boat, and the day they sell it. That doesn't happen with airpalnes." He was right!

I picked these fellows up at Terminal A at 9:48 a.m. and we drove to, and parked at the GAT. After a quick walk around, Dave, the pilot and A&P suggested we go around the pattern. ATC obliged by giving me a closed pattern on 23 Left. After landing these two went about performing a pre-buy inspection. This took about an hour and a half. Then we sat down and went over the paperwork. Documents were signed and checks changed hands and these two intrepid airmen started walking toward the ramp. "Are you going to file a flight plan?" I asked.

"Nahhh," said the pilot and A&P. We'll use flight following. And so they departed RDU without a flight plan. Since they had flown to RDU from Ft. Lauderdale and arrived at 9:48, any weather briefing they had gotten would have been stale, much less NOTAMS, TFRs, etc. up to date.

Why do we pilots do stupid things like that. Yes--stupid is the best way to describe these two birds. Safety isn't a box they check, it's a word completely foreign to them. I guess they have a different attitude about flying down there in Florida.

So Purdy flew off into the southwest. Since the FAA hasn't called, I guess they made it.

But despite my sadness at losing a good friend, I drove to Wilmington that afternoon. And who is one of the first people I meet at Cape Fear headquarters-- Lt. Dave Oldham from Fayetteville. If you recall the Wing Conference, Dave was awarded the Senior Member of the Year Award.

I could write chapters about what happened next but I'll resist that urge. Dave and I decided to share a room so we found a hotel on Market St. We're not sure when it happened but apparently the tide came in some time during the night. The floor was soaked when we got up. We both had wet clothes and Dave's dry stuff was in his car at ILM. He wore a towel to the airport. No Problem folks, it was still dark.

Second night, in a different hotel. The room had no trash can. At 6:00 a.m. I discovered that there were no coffee supplies. I picked up what we needed at the office but, wouldn't you know, the coffee maker didn't work. Oh...and the sink was plugged up too.

To learn more about a really professionally run. safely conducted SAREX, see Page 11. To learn about what hotels to avoid in Wilmington, contact me personally.

1st. Lt. Don Penven
PAO, NC-048, Honored to serve

Continued...NC Wingtips

PAO Boot Camp: MIO Training

Yes...this same piece is in here twice. That's because I think it's really that important!

What : 2006 North Carolina Wing Mission Information Officer School

When : Saturday, 11 February 2006

Where : North Carolina Wing HQ Library

Time : 1000 hrs to 1400 hrs

Open to : All MIO Trainees, MIO's and those wishing to learn more about the CAP MIO function.

Attire : Any CAP uniform worn to regulations.

What to bring : Your copy of the MIO School handout if you attended the 10 September 05 MIO class. If you do not have the handout, I have more copies. Bring a notebook. Bring some type of snack and beverage. We will not be breaking for lunch.

How to apply : There are no forms to send in. Just reply to this e-mail notice no later than 8 February 06.

tonybiondo@msn.com

Notes : I have secured a practice mission number for this MIO School. All members who attend and have met the appropriate CAP ES MIO requirements, will receive credit for this mission number. This school will also count towards your CAP PAO Training Track.

I encourage all interested Incident Commanders who wish to learn about the MIO function, to also attend.

Lt Col Anthony Biondo Jr

Public Affairs Officer

North Carolina Wing

(252)977-2449

tonybiondo@msn.com

Help Wanted!

You've very likely seen this earlier, and it is still valid: I need to fill vacancies on the wing staff.

Primary vacancy to be filled is the Wing Personnel Officer. Duties are listed in CAPR 20-1, and if that isn't enough, I'll be more than happy to provide personal tutoring via E-mail, telephone, and in person at NCWG HQ.

Applicants should be working in the 200 Specialty Track (Personnel), or have a deep interest in enrolling and learning the 200 Specialty Track.

The other vacancies are Wing Historian and Building Maintenance Officer.

Please contact me directly if you have an interest in becoming the next NCWG Personnel Officer, Historian or Building Maintenance Officer.

The primary wing staff Officers and Directors may have other vacancies they need to fill, and they are encouraged to advertise directly to the wing list (CAPNC).

Thanks.

Lt Col Roy Douglass, CAP

NC Wing Chief of Staff

919-475-4021 (cell)

New Spaatz cadet in NC Wing

Congratulations to Cadet Lt Col David Eng of the Burlington Composite Squadron for passing his Spaatz exam on the very first try. Please join me in letting him know how proud we are of his fantastic accomplishment.

Colonel Larry J. Ragland, CAP

NCWG/CC919-417-0021

Editor's note: We hope to have a photo and story by the next issue of Carolina Wingspan

Continued from Page 7

Cadet Walters is a senior at Wakefield High School in Raleigh, N.C. In addition to his many CAP activities, he also serves as a firefighter with the Falls Volunteer Fire Department. Cadet Walters has been flying since he was 14, and is a private pilot with nearly 200 hours of flight time.

It was learned during the ceremony that Cadet Walters has been accepted at Embry-Riddle Aeronautical University.

Another squadron member who received his silver wings, Cadet 2nd Lt. Derek Herchko, has also been accepted at Embry-Riddle. Cadet Herchko serves as the cadet commander for the Raleigh-Wake squadron and also attends Wakefield High School.

1st. Lt. Don Penven
PAONC-048



Cadet Coogan receives Cadet of the Year Award from Capt. Walters



(L) C/2nd Lt Derek Herchko-- (R) C/2nd Lt Trey Walters
NC Wing's only Form 5 cadet pilots

Former Cadet in Who's Who

A former cadet of the Raleigh-Wake Composite Squadron, MER-NC-048, CAP, David D. Lynes has been named by Who's Who in American Universities and Colleges to Who's Who at Virginia Tech, Blacksburg, VA. Cadet Lynes is a senior in VA Tech's demanding electrical engineering program, and has been named to the deans' list making him eligible for one of three H. Pettus Randal Scholarships. Cadet Lynes is currently on a full Air Force ROTC scholarship.

Cadet Lynes served the Raleigh-Wake Composite Squadron as Cadet Commander where he was named Cadet of the Year in 2002. He participated in rescue and disaster operations in Eastern NC including hurricanes Fran and Floyd, and is now competing through AFROTC for a pilot slot to fly F-22 and F-35 aircraft.

Cadet lines graduated with high honors from Southeast Raleigh High School in 2002, where he played football for four years.

Cadet Lynes is the son of Dan and Linda Lynes, formerly of Cary, NC, now living in Shallotte, NC.



C/LTC David D. Lynes at VA Tech
More Cadet activities on Page 20

Golden Eagles fly on KC-135 Stratotankers

NORTH CAROLINA – Golden Eagle Composite Squadron and 111th Search and Rescue Cadet Squadron members traveled to McGhee Tyson Air National Guard Base in Knoxville, Tenn. The members were guests of the 134th Air National Guard refueling wing, and spent the night in the officers’ training quarters.

After breakfast the next morning, the members were briefed by the base commander, and then were taken to the flight line where they boarded two KC-135 Stratotankers. They headed for Oklahoma to refuel an AWACS plane in flight.

During the flight, cadets were allowed to lie in the boom control station and practice operating the boom. They were also allowed in the cockpit from take-off until landing.

The pilots were Maj. Ron Salvidge and Ron Peters. The boom operator was Senior Master Sgt. Bo Sunderland, and the engineer was Tech. Sgt. Brent Seymour.

Members participating in the trip were Lt. Col. James O. Carr, Group 1 commander; Cadet Skye Musson with Mount Airy Composite Squadron; Golden Eagle squadron members Capt. James P. Williams, and Cadets Brittany Gilbert, Kurt Stebe and Matthew Salgado; and 111th squadron members Cadets Michael Tyree, Michael Staples, Nicholas Michke and Kyle Buckhus.

Capt. James P. Williams
Information Officer
Golden Eagle Composite Squadron
North Carolina Wing

Wing Cadet training activity in February

All NC Wing Cadets, all Composite Squadron Commanders and all Cadet Squadron Commanders:

Be certain all your cadets are aware of the Wing Cadet Training Activity at the North Carolina National Guard, 145th Civil Engineering Squadron in New London, NC. The dates for the activity are 3 - 4 February 2006 from 1900 on the 3rd until 2000 on the 4th.

The site location is 38268 Prime Beef Blvd, New London, NC 28217. Prime Beef Blvd is just off Airport Road.

You can go to <http://www.cadetprograms.com/> and get all the information for signing up, cost and map info and all the other information you will require.

The Commander and Project Officer is Capt Brandon Parks. All his contact information is on the web site and his cell phone number is 704-756-4982.

This will be an outstanding NC Wing Cadet Activity.

Please go to the web page and sign up.

Remember to BE SAFE IN ALL YOU DO!

My best regards to you all,

Col Tink Schaffer, CAP
Director of Cadet Programs
NC Wing