



EAGLE CALL

Summer
2007

The Official Magazine of California Wing Civil Air Patrol

The Height of Heritage

Digging Aviation Archaeology



Tip of the Wing's Sword

"Saber" Training in NorCal



Top Five Finds

It's ESSy Time Again



Plus:

- *Taking Courage from Col. Fred Pitcher*
- *Legally Deploying Cadets*
- *Watching the Skies with Lt. Kevin Lowther*





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ON THE COVER: The Air Force Heritage Flight, Naval Air Station, Point Mugu. Photo by 2nd Lt. Kevin Lowther.



3V

Five Missions That Tested
Manpower and Mettle

ESsy Awards

By Capt. Gregory Solman, Eagle Call Editor

Eagle Call's 2nd Annual ESsy Awards for Excellence in
Emergency Services Recognize the Historic Mission of the
Civil Air Patrol in California Wing's Best Teams

SANTA MONICA—A moody October day in 2005 must have seemed good enough for firing up a private plane to fly to a public air show. But the

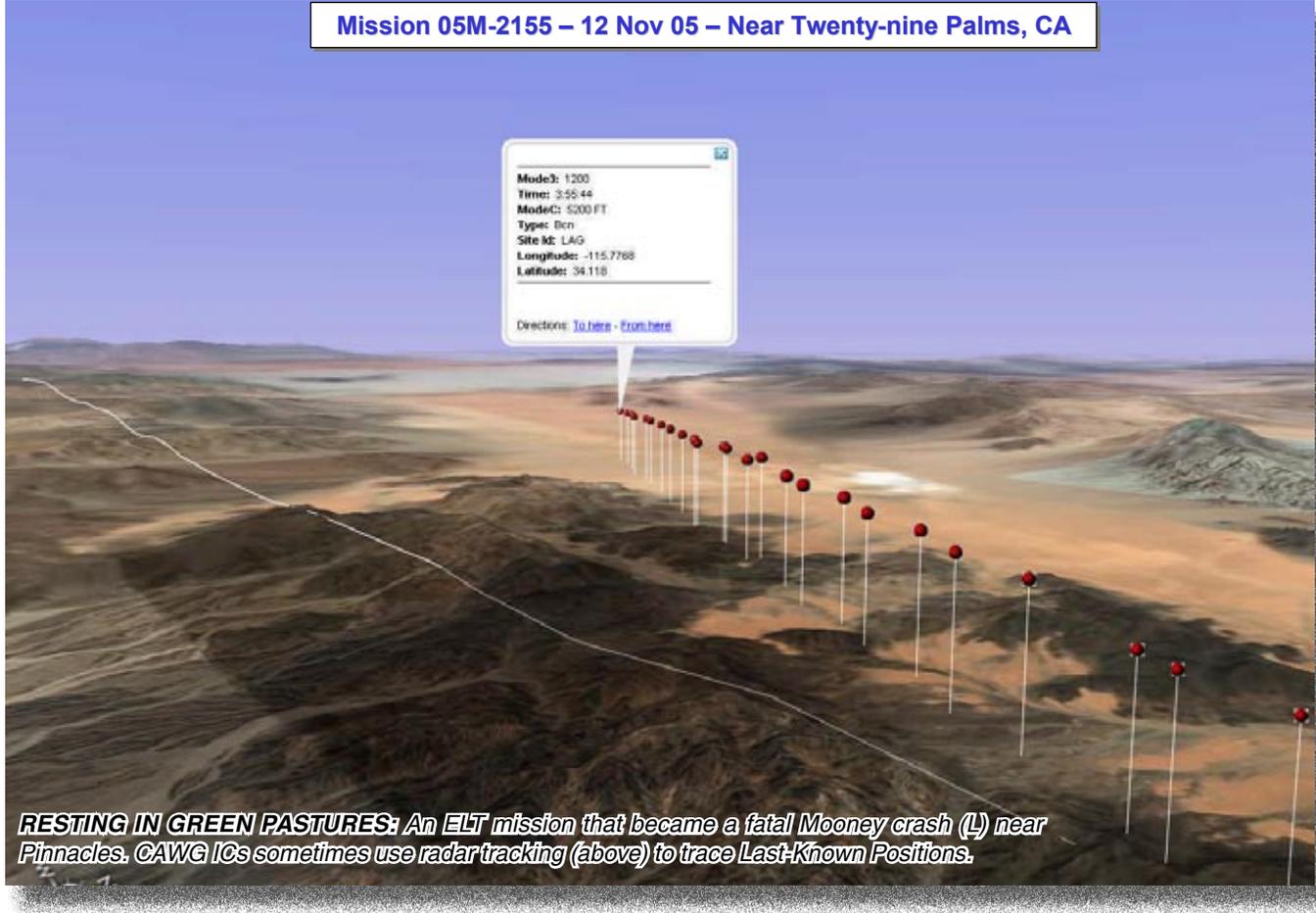
Lancair that left Gillespie Field near San Diego for Scottsdale, Ariz., never returned.

The Air Force Rescue Coordination Center in Langley,

Virg.—as it does so often for the routine necessity of silencing emergency locator transmitters (ELTs)—called upon the most

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Mission 05M-2155 – 12 Nov 05 – Near Twenty-nine Palms, CA



RESTING IN GREEN PASTURES: An ELT mission that became a fatal Mooney crash (L) near Pinnacles. CAWG ICs sometimes use radar tracking (above) to trace Last-Known Positions.



***ES SQUADRON OF THE YEAR:
Saddleback Composite Squadron 68, Costa Mesa***

Drafting on the contrail of the aircrew team of 1st Lts. Tolga Tarhan and Rick Woods (above, R-L), as well as the ground team and urban direction finding work of 1st Lt. Keith Jackson (with radio), Saddleback Composite Squadron 68, Costa Mesa, is ES Squadron of the Year. Capt. Bob Keilholtz, who acted as Director of Emergency Services during



the ES year, cited Lts. Woods and Tarhan's expeditious and professional prosecution of missions, but also their willingness to fly at a moment's notice, even if it meant traveling to nearby squadrons when no aircraft was available locally. Jackson credits 1st Lt. Rich Lovick of Group 7 for partnering with him on missions and mentoring his work.



The Cutting Edge of Ground Team Training



ON THE MARCH: The Saber program trains cadets as well as senior members.

By Lt. Col. William H. Correll and Maj. Arthur D. King

Designed by Veterans to Rise Above CAP's ES Curriculum, A NorCal Squadron's 'Saber' School Elevates Training Standards

LATHROP—For members of Sierra Composite Squadron 72, the word “saber” does not evoke the sword of mounted cavalry but more than a year of hard work mastering the skills of “Saber” (Search Airborne Emergency Rescue) required to be an elite volunteer Emergency services professional for the Civil Air Patrol.

And as tough as it is to pass the program, the work doesn't end at the completion of training: To maintain Saber qualifications members must continue the high tempo by repeating the training each and every year and answer

to all squadron calls that work or school allows. That's the commitment necessary to be “SQ72 Saber”-qualified.

Saber was initiated in 1998 by two CAP officers, both military veterans, discussing their past training experiences. They had, since their discharges, continued to train beyond CAP's minimal set of skills in order to maintain an edge. They considered how to adapt ES training to suit CAP's particular needs, both because they considered the ES training lacking, and because they sensed that any expertise, however below

their expectations, would quickly fade because of the irregularity of CAP mission duties. They knew the program needed to be challenging, exciting, and fun for senior members and cadets, and needed to continue apace through each program year.

The concept evolved into program with a core course of four classroom training periods and two weekend search-and-rescue exercises. The program would be progressively challenging each year. First-year candidates would complete all the skill sets required

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ESsy Awards

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active branch of its Air Force Auxiliary, the California Wing of the Civil Air Patrol.

The workhorse Incident Commander who undertook the AFRCC Mission 05M2001, Capt. Bob Keilholtz would by the end of the emergency services year (October 1-September 30) perform that duty on nearly a quarter of the Wing's missions.

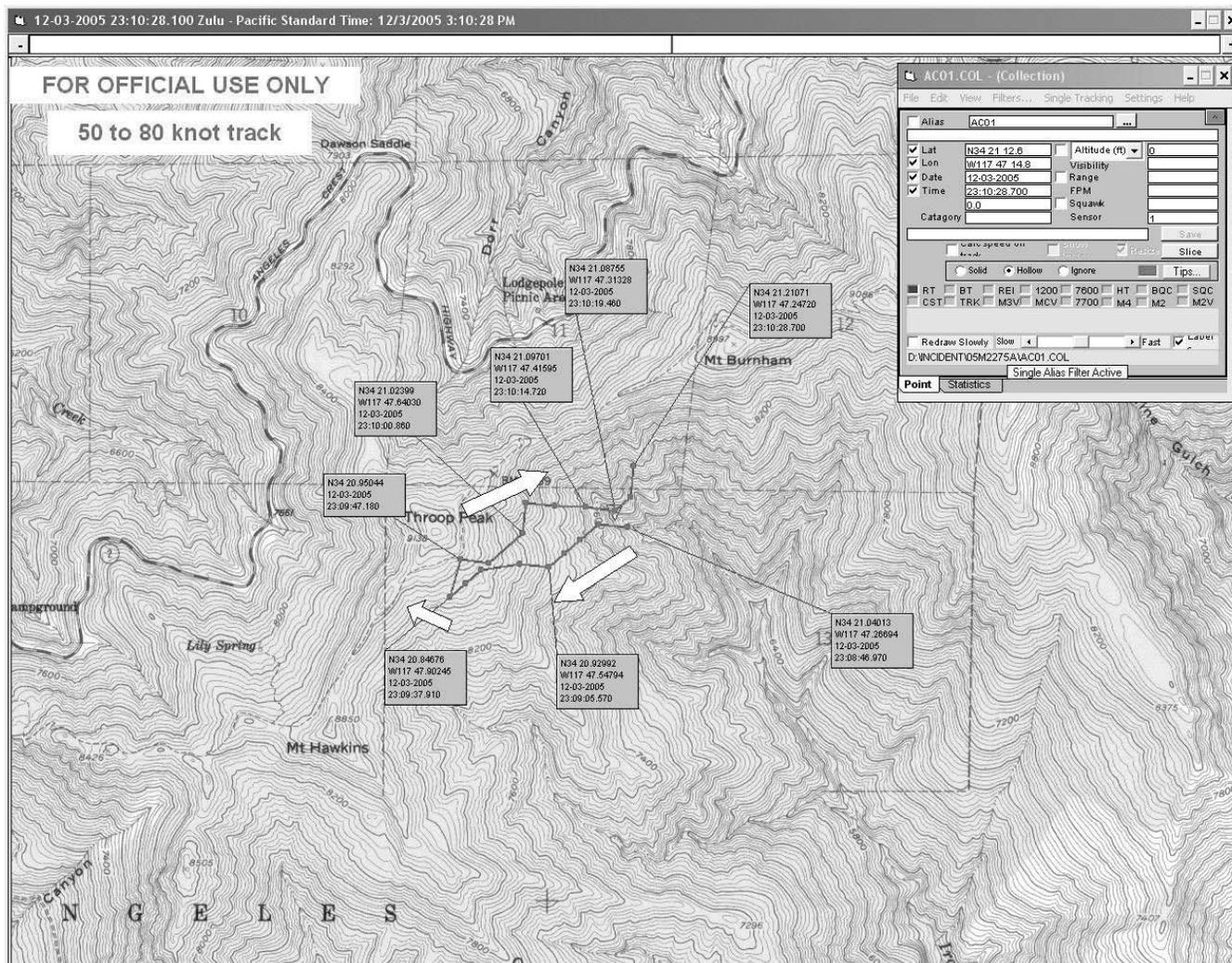
The pilot, traveling with two other people and a dog, filed no flight plan. The aircraft's ELT emitted a distress signal too weak to be picked up by satellite. Even though Keilholtz had radar tracks

to follow—one of which turned out to be a bad trail to Yuma (see graphics)—he knew a lot of ground could be covered quickly. “The Lancair is like an SR22 on steroids,” Keilholtz said. “It’s got a turbo-charged engine and cruises at 300 miles per hour. It’s an impressive, sleek, and probably unforgiving aircraft.”

Keilholtz had all night to develop the radar tracks and coordinate with the San Diego County Sheriff’s department, which offered a helicopter. But prosecuting the mission would be tricky. The weather was “really crappy.”

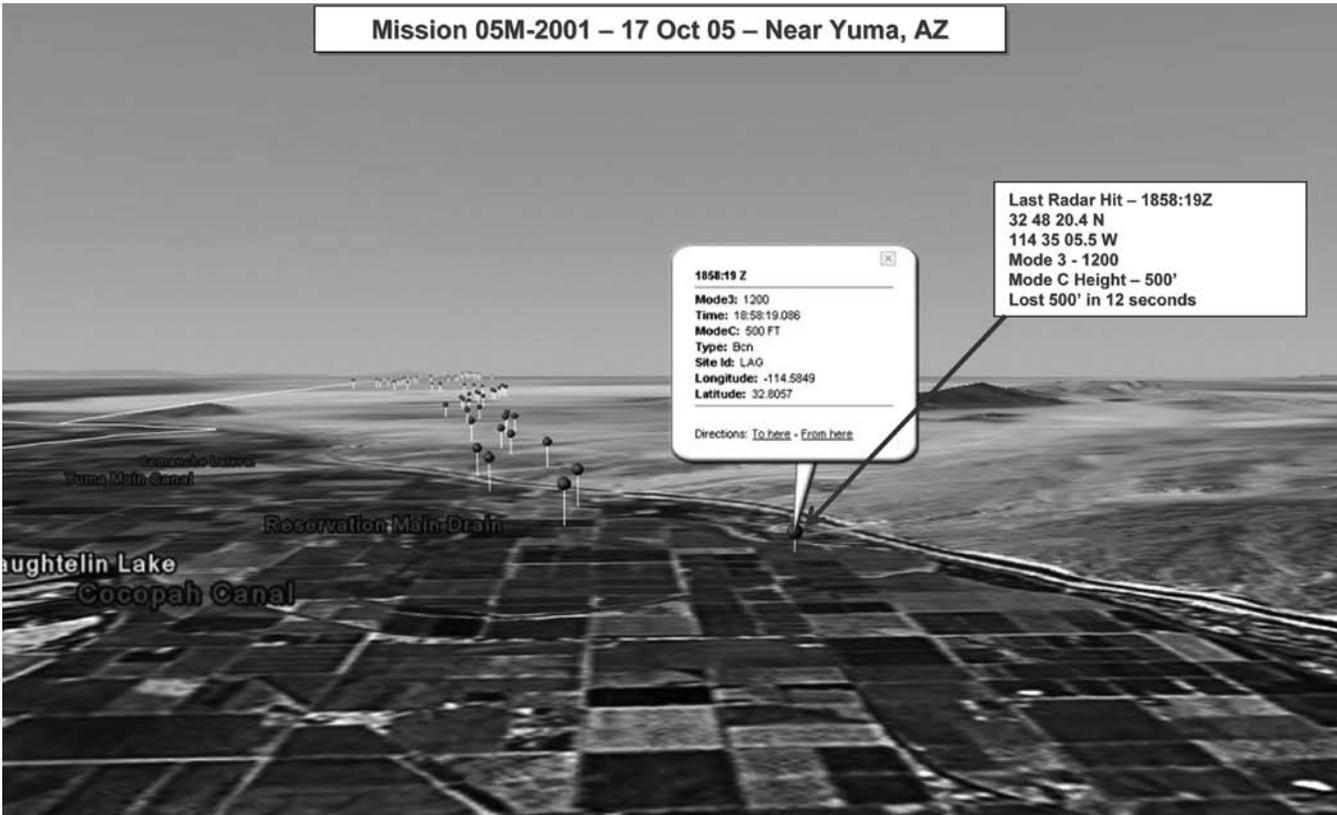
A sheriff reported sighting a plane off Interstate 8. He was wrong. “We had a credible sighting along with an accurately represented radar site,” Keilholtz recalled. “So we went in the direction where we could have gone.” A ground team started out near the Colorado River at night to be closer to potential survivors who might be lighting signal fires.

Keilholtz launched seven aircraft that flew more than a day combined, plus a ground team—33 CAP personnel in all. They flew an expanding-circle search to cover ground. At morning light a fourth



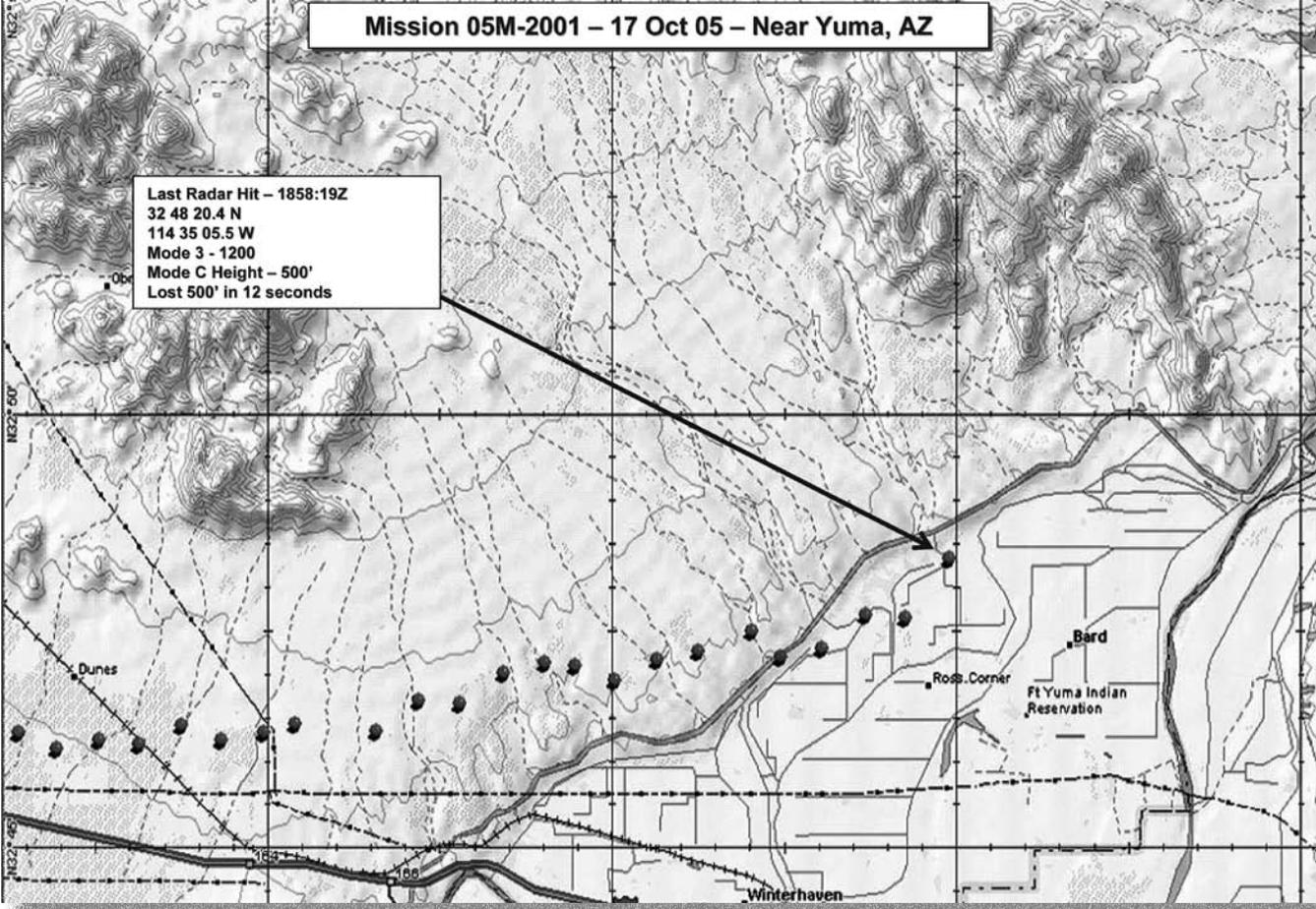
ZEROING IN: A graphic example of Intelligence gathering and development prior to launching resources.

Mission 05M-2001 – 17 Oct 05 – Near Yuma, AZ



OFF THE TRAIL: A credible lead dispatched a ground team to the Arizona border. Fortunately, CAWG's ICs did not place all their eggs in one basket.

Mission 05M-2001 – 17 Oct 05 – Near Yuma, AZ



ESsy Awards

Continued . . .

radar track narrowed the search area to a seven-and-a-half mile square grid in the Anza-Borrego desert, not far from the Borrego Springs. Keilholtz tasked one of his most called-upon crew to launch out of Palm Springs Composite Squadron 11. They found the wreckage—and no survivors—only an hour after wheels up.

“Luckily, we didn’t put our eggs in the same basket,” Keilholtz surmised. “They reworked another radar track at our request, but it’s important to emphasize that we can’t sit back and wait for radar track. Whether we have them or not—and they’re not always right—there’s an absolute necessity

to move quickly and efficiently.”

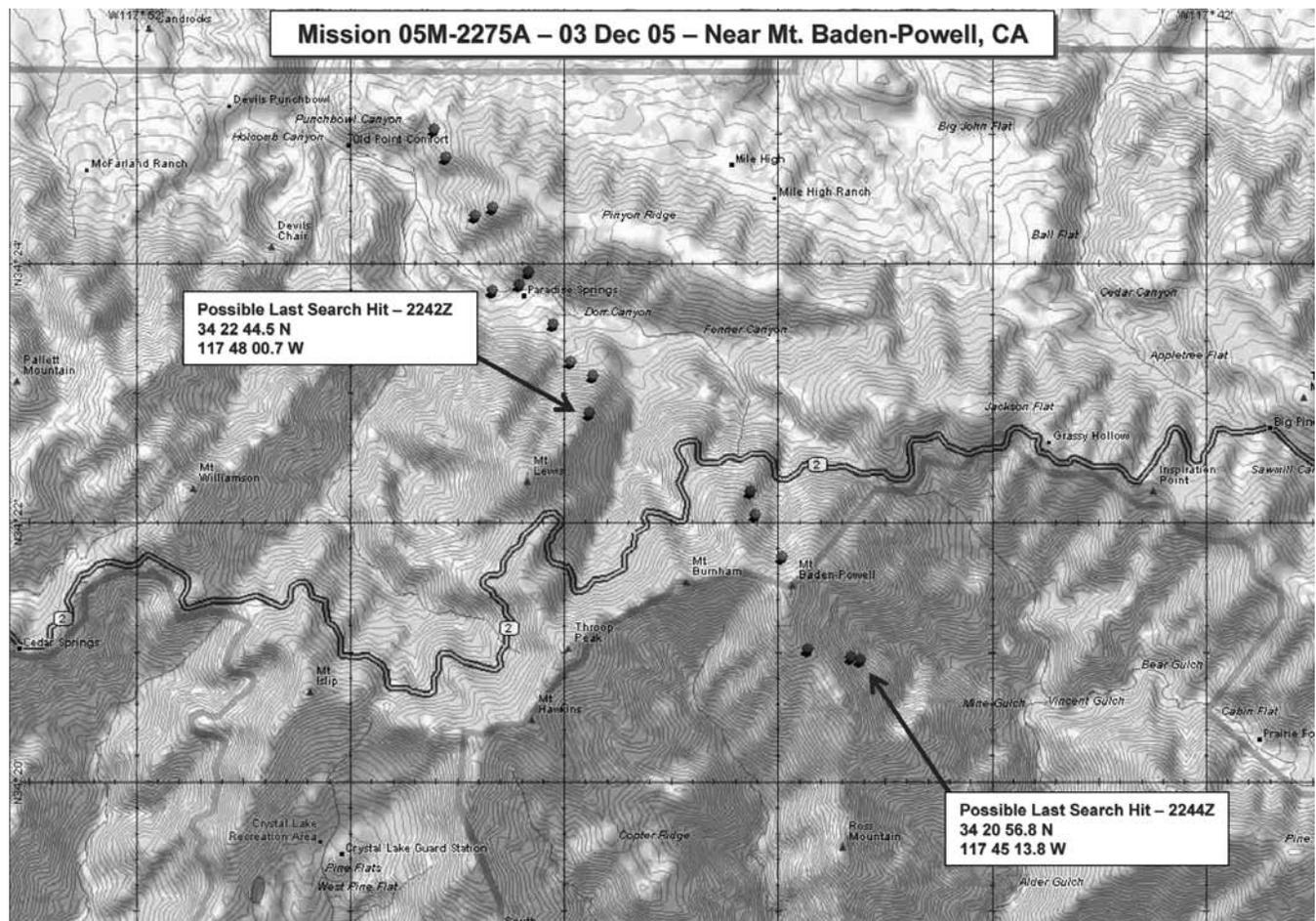
As Keilholtz sees it, radar tracking assists, rather than supplants, CAP’s ES mission. “Sometimes we have to go back to the basics.”

For example, a good old-fashioned pseudo-“Save” in February, 2006, involving the colorful tale of the Big Bear boys and the Missing Mooney. A 14-year-old would-be pilot grabbed a buddy and stole his dad’s plane for a joy ride, a great way of sticking it to the old man...provided at least one of them knows how to fly.

According to Keilholtz, the Incident Commander, the father had seen them take off and report-

ed the unauthorized departure to the FAA, which passed it to the AFRCC, which called California Wing’s Wing Mission Alerting Officer on duty, who called Keilholtz. From there the page went out to two of most experienced SAR men in the area, Cols. Joe Orchard and Bill Hartmann, who start every search at altitude, 6,750 feet in the mountains above San Bernardino.

With, naturally, no flight plan or radar tracking, Orchard and Hartmann quickly reverted to the old ways: trigonometry and intelligence. Expecting the worst (predicting a crash) the men quickly figured out the greatest distance



COOPERATION: The 84th Radar Evaluation Squadron often helps CAP prosecute its missions, as in this important search for a missing glider (see photo, page 15) on 9,399 foot Mount Baden-Powell in the San Gabriel Mountains.



ESsy Awards

Continued . . .

the Mooney could fly-to-dry on a quarter tank, pulled out their protractors, circled the still vast potential area around the Last-Known Position, then scouted the most obvious places inexperienced pilots might try to make an emergency landing. They told the National Park Police exactly where to go, and the two boys were found injured but alive where they tried and failed to make an emergency landing, ten miles north of the Cottonwood Pass entrance to Joshua Tree National Monument.

That Orchard and Hartmann were not on the scene of the Save (and thus, ironically, could not even be offered a token Find) is almost irrelevant, Keilholtz argues, because they'd provided all the necessary intelligence to make it possible.

"This is back to the searching we used to do with the old E6B, take a line and make a circle, determine all the micro-climates," said Keilholtz, then the Wing's Director of Emergency Services. "It's not about our getting credit, but the need to put people into the hot areas as soon as possible. And the boys did survive."

And sometimes missions end with no survivors, despite the determination, depth, and resourceful of CAP search-and-rescue teams. Lt. Col. Steve Asche came on as Incident Commander when multiple ELTs turned into a missing-aircraft mission in March, 2006. "What sticks in my mind the most about this mission is how it started out as 'just another ELT mission,' the second one that day for me," recalled Capt. Jim Anthony, Diablo Composite Squadron 44, Concord, an early IC. "And how it escalated quickly to pulling resources from Groups 2, 4, 5, and 6. We used aircrews, [urban] direction finding teams, ground teams, and radio operators."

Col. Asche wrote that the ELTs began in the area of Tracy or Salinas, prompting the launch of UDF teams and aircraft and airport checks in Tracy, Monterey, Salinas and Hollister. Suddenly, silence. "A ground team had been launched to the Pinnacles National Monument," said Asche. "They also were not hearing or receiving a signal."

That's when the call came in from the AFRCC: An aircraft

on a flight from Watsonville, to Plainview, Tex., one person aboard, is overdue. And, just for fun, here's a third ELT northeast of the Salinas VOR. Capt. Robert Grehan and Maj. Laurence Steffan in Capflight 424 launch and pick up one ELT signal, pegging it at 7 miles northeast of the Pinnacles, in the middle of nowhere. "Because of the remote location and terrain, they remained on station to provide support to the ground teams," said Asche.

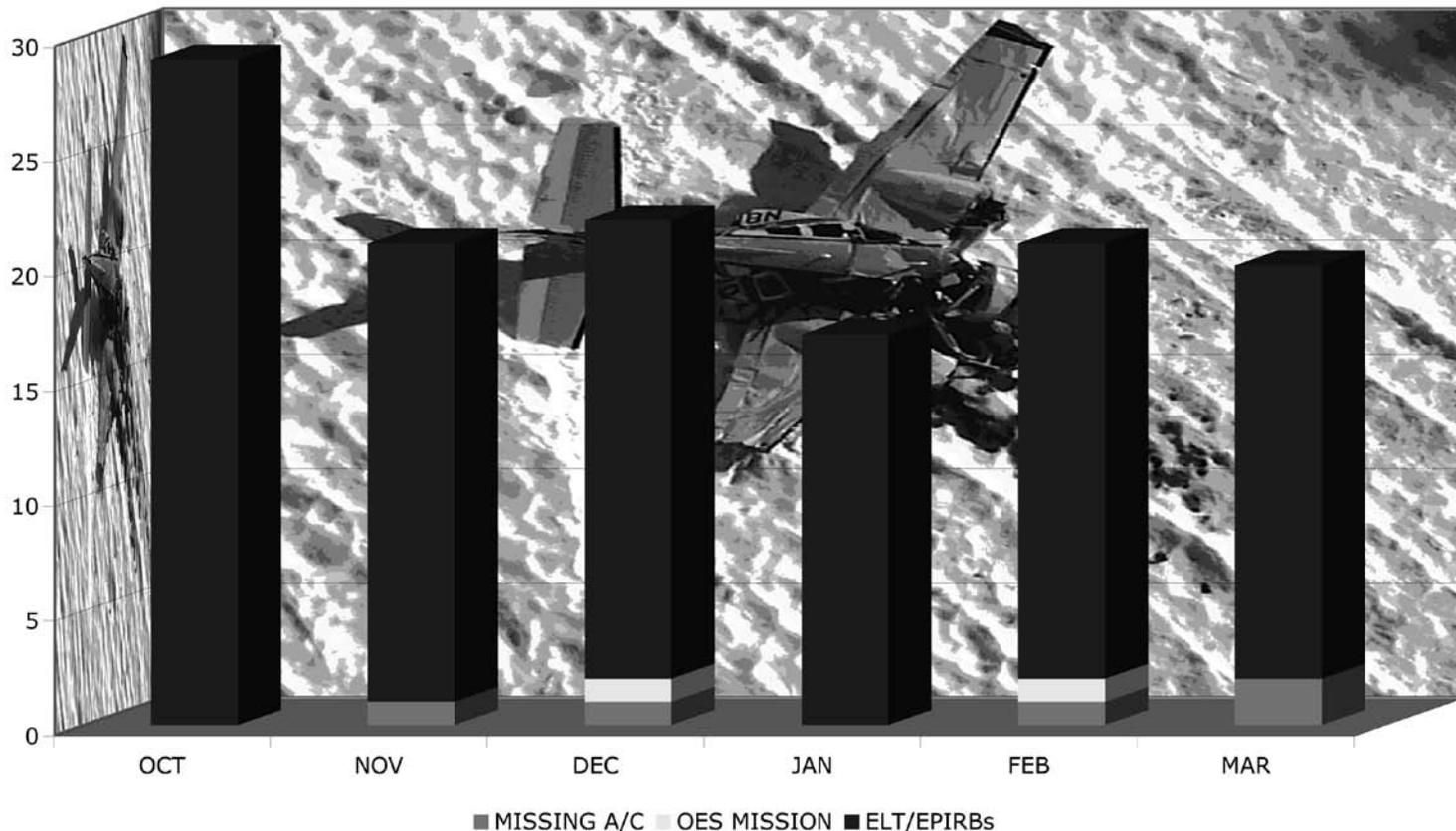
The ground team is in so deep, it decides to hunker down until first light. Maj. Jon Wordsworth said it was one of the most grueling missions he'd ever been on. A second flight, manned by Capt. Mark Walters and 1st Lt. Michael Allen, flies in to support the ground team, spotting the wreckage then guiding San Bonito County Sheriff and California Highway Patrol resources to the site.

"We used many different facets of crew training that don't often get exercised," recalled Anthony, adding tasks for which CAP SAR teams are not typically trained, such as helping the CHP recover the victim and wrapping and hoisting the victim's remains into the helicopter.

According to the NTSB investigation, the pilot had logged 4,583 hours, and though he was convinced to stay overnight to avoid bad weather, he twice refused a checkout in what was, for him, a brand new Mooney. He headed toward Lancaster to avoid a storm. By the time he'd arrived, according to local ranchers, the visibility was under a mile.

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REDCAP IN REVIEW



SANTA MONICA—Two of the first six months of the Emergency Services year yielded a rare respite: zero missing-aircraft missions. But the Governor's Office of Emergency Services tasked California Wing with two counterbalancing missing-persons search-and-rescue missions, both of which (unlike most missing-A/C stories) had happy endings.

Nonetheless, there was enough of the ordinary work of the Wing to go around. In November, Incident Commander Maj. Jon Wordsworth reported a Beechcraft BE-58 on a flight from San Jose to Bermuda Dunes dropped off radar ten miles north of Lost Hills.

The FAA received airborne ELT reports. An aircrew from Bakersfield Composite 121 launched to investigate, along with a ground teams from 121 and San Luis Obispo Composite Squadron 103. Before the signal could be triangulated the missing aircraft was found on the ground safe at Apple Valley.

But that left another ELT everyone was hearing, found by Maj. Bob Miller, Chino Cadet Squadron 20, 1st Lts. Tolga Tarhan, Rick Woods and Senior Member Keith Jackson of Saddleback Composite Squadron 68, along with Senior Member Michelle Streeter, in a dismantled helicopter in a trucking yard, as far off track as the Port of Long Beach.

Three days before Christmas, tragedy struck a pilot flying a Piper PA-28 from Yerington, Nev., to Inyo, heading eventually to Santa Monica. Capts. Pat De Wees, Vic Wright and 1st Lt. Mike Hyde of Merced County Composite Squadron 147 found the downed aircraft and no survivor. To make matters worse, the pilot turned out to be a member of CAP's Nevada Wing. Incident Commander Lt. Col. Ron Butts said the joint mission with Nevada, despite the result, was well prosecuted, with the Last Known Position calculated precisely with the help of 84th RADES Radar Evaluation Squadron (see photo). "We had a lot of information and it all panned out

correctly,” recalled Col. Butts. “The CAPFlight launched at first light and found the plane within minutes.”

In January the U.S. Coast Guard requested CAP’s assistance in clearing a 121.5 ELT somewhere in San Diego Harbor that was interfering with an ongoing search mission for a missing military helicopter and crew. Capts. Keilholtz and Charpentier tracked the signal to the U.S.S. Peleliu (see photo) and cleared the emergency band so the search-and-rescue could continue.

Lt. Cols. Steve Asche and Ron Butts ran a missing-air-

craft mission in February that originated with a pilot’s wife reporting him overdue on flight from Montgomery Field in San Diego to Borrego Springs. A CAP ground team triangulated the airplane’s ELT to an area east of the Julian VOR that Col. Asche called “mountainous and inaccessible.” Capts. Keilholtz and Charpentier worked their relationships with the San Diego County Sheriff’s Dept., which provided a helicopter to find the crash site. The pilot did not survive.

In March Capts. Robin A. Easton and Sue K. Willey, San Jose Squadron

80, and the UDF team of Capt. Carl Gabrielson and 2nd Lt. Raymond Woo, Jon E. Kramer Composite Squadron 10, chased an ELT to a Mooney near Palo Alto airport that apparently was a casualty of unusual accident the night before, when an aircraft struck three others.

DIGRESS FINDS: *Area 52?* An ELT in December led aircrew Maj. John Findley and 2nd Lt. Al



FROM TURF TO SURF: A UDF team found an excuse to board the U.S.S. Peleliu. Photo, courtesy Peleliu Public Affairs.

Childers, Cable Composite Squadron 25, to a location southeast of Lancaster that was “requested confidential” by the NTSB upon arrival. As if to insure compliance, one of the ground team members also dispatched to the site was none other than Capt. Patrick Jones of Squadron 25—an NTSB investigator in the salaried world.

Big Ones that Got Away: Wing members got a dream assignment that proved all too evanescent. Lt. Col. Woody McCauley, Maj. Brian Stover, Capt. Mike Lauer, Capt. Ted Ripp, all of San Fernando Squadron 35, and Lt. Tarhan of Squadron 68, were ready and waiting to provide aerial reconnaissance for the return of the Space Shuttle Discovery in late December. But Discovery



EARS TO THE GROUND: The Air Force’s 84th Radar Evaluation Squadron assisted CAP on a pre-Christmas mission. Photo, courtesy U.S.A.F.

decided to land in Florida.

Likewise, in February, Incident Commander Burt Kingsbury was set to release Maj. Diana Ward and 1st Lt. John Watt, Shasta Composite Squadron 146, to find a woman missing in the mountains south-east of Sierraville. But other ground teams found the missing woman prior to launch.

Since no one-stars were available: In February El Monte Airport was hearing an ELT signal and the high-ranking Urban Direction Finding team of Lt. Col. Valerie Hanley, Group 1 Commander, and her husband (and Group 1 officer in charge of Homeland Security), Capt. Paul Hanley, El Monte Composite Squadron 21, found it in a Bellanca.

Since we take ourselves to task: In February, 1st Lts. Don Theriault and Jerry Stafford, San Diego Squadron 57, chased ELTs through south and east San Diego County until they wound up at Brown Field and found the target in a Border Patrol helicopter. In February, Lts. Woods and Tarhan were about to launch for an ELT plotting near an airstrip near Bicycle Lake and Fort Irwin when it was secured in an Army MEDEVAC helicopter. In March Capt. Joe Burkhead, Lt. Gregory Danielewicz and Maj. Robert Thomas, Beale (AFB) Composite Squadron 19, and Capt. Louis Davies, Shasta Composite Squadron 126, Redding, found another ELT in an Army chopper on a ramp near Chico.

More fun places to hide ELTs: One of the last missions

of 2006 led aircrews to John Wayne International Airport in Irvine then to Carlsbad, then finally to the Inland Empire, where new satellite merges were plotting near San Bernardino International Airport (the old Norton AFB) then Ranch Santa Fe. In the end Capt. Jon Stokes, San Bernardino Squadron 5, and 1st Lt. Misti Pitts, Group 3, found the target in a garage in Loma Linda. Capt. Bob Keilholtz, California Wing, and Lts. Woods found an offending EPIRB two miles east of Carlsbad Airport in a dumpster. In March, a signal detected near Fullerton Airport was located and silenced by Lt. Col. Pat Robinson, California Wing, and SM Streeter, Long Beach Squadron 150. Location: An airliner escape-slide reconditioning facility in Anaheim. (Good to know: heretofore one could only imagine how many airliner escape slides were used to the point of needing reconditioning.)

These odd final resting places seem almost normal. In January, Capt. Keilholtz and 1st Lt. Shane Terpstra tracked an EPIRB through West Los Angeles and Santa Monica, to a thrift store near the 405 freeway. No word on the asking price. The two men also found a Magnum EPIRB at Coast Waste Management in Oceanside—no doubt discarded in shame by someone who had to reluctantly admit he couldn't really use a Magnum.

CAP Adventures at Sea: In February, Capt. Mark McKibben and 1st Lt. Juan

Fernandez, Hawker Squadron 128, Van Nuys, followed a 406 MHz EPIRB from Woodland Hills in the middle of the Valley to a boat that had sunk off the coast at the Los Angeles and Ventura County line. According to the IC's report the boat's crew had abandoned the ship and made land safely. Meanwhile, the EPIRB floated topside, drifted all night, and was located and secured with the aid of the Coast Guard five miles at sea.

More swabo stories: In January Capt. Keilholtz, Lt. Terpstra, and Capt. Tom Charpentier tracked a 406 MHz EPIRB to North Island Naval Air Station. The base searched itself with ground electronics to no avail then called in CAP. "The beacon was located in a warehouse on a pallet stacked high on a shelf," reports Capt. Keilholtz. "The defective beacon was in the process of being returned for repairs with Post-It notes placed on the beacon reading *NEVER TURN ON!!!*" Of course, the beacon had been left in the "on" position. Maybe a fourth exclamation point would have done the trick.

Source: Closing traffic. Classified mission sorties not included, per OPSEC.—**Capt. Greg Solman**





CAWG'S OUTSTANDING CADETS: They make us proud—and could make us money. Photo by 2nd Lt. Kevin Lowther.

Raise Funds, Not Eyebrows

By Lt. Col. J. J. Gianquinto, California Wing Director of Legal Affairs

Putting CAWG's Cadets on the Front Lines of Fundraising Is Legal—and Profitable

VAN NUYS — Many requests for authorization to conduct fundraising activities have been reviewed for compliance with Civil Air Patrol regulations and denied, typically because the proposals fall outside our mission.

Regulation CAPR 173-4 establishes the parameters within which units must operate to generate funds. In those instances where units must be refused, Legal Affairs usually recommends an awkward alternative: Conduct the activities as private citizens, not as a distinguishable part of CAP—including even any reference to CAP—then donate the net proceeds to the unit. Such attempts may not succeed at generating the needed funds.

Without question, fundraising restrictions can cause units to fall upon hard times. But what is a unit to do when faced with shortfalls for cadet training and

other activities? How do we keep our cadets (or seniors, for that matter) interested in CAP when the acronym comes to stand for “come and pay” rather than “come and play?”

Members who have been in the program long enough may realize that the best advertisement for CAP is not its search-and-rescue missions, as dramatic as they are. Only a small portion of the country knows of these efforts, and only a fraction of that (thankfully) has experienced the direct benefit of SAR. Members can take all the credit they wish for CAP's post-Katrina relief, or its duties in the wake of September 11th, or following natural disasters that have befallen the nation. But, again, only those who have been served by CAP can truly appreciate the value of what it provides.

So what about another of our primary missions? Aerospace Education can be a legal basis for

fundraising. But educate whom? Public exposure to space missions and rocketry in the era of NASA TV and Hubblesite.org stands at an all-time high. Californians even have the privilege of seeing rocket launches from Vandenberg and shuttle descents at Edwards from time to time, and so they've grown largely nonchalant. That's not a promising platform for fundraising.

Charitable organizations have their bake sales and car washes—in fact, too many of them. The sight of volunteers showing up at the door to sell light bulbs, popcorn, candy bars has become so commonplace that our friends and neighbors hide whenever they see us approaching with tickets in our pockets. Cadets can experience the same level of rejection on the road.

Still there's hope. Major corporations donate funds to

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ESsy Awards

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This year an ESsy goes to a cutting-edge Non-Distress Find that utilized historically cultivated relationships to solve a problem sure to arise more often in the future. In January, 2006, CAP helped the Newport Beach Police Department locate an unregistered "Personal Locator Beacon" in a boat moored in the harbor. That made it a Coast Guard mission initially, recalled Keilholtz, one of two Incident Commanders (with Col. Ron Butts). But when the signal landed, the police took over, using a helicopter to get within a half mile of the PLB. Having no DF-equipped ground teams, they turned the mission over to the Orange County Sheriff's Department, who promptly called the AFRCC and the Office of Emergency Services and requested Civil Air Patrol.

Lt. Col. Pat Robinson and 1st Lt. Shane Terpstra, both attached to California Wing, made the last mile possible.

"It is a routine find in some respect, but a true test of our relationship with the police and sheriffs," said Keilholtz, who added that California Wing may have silenced the first PLB case in the country, a mission in Death Valley, more than three years ago. "They've come to realize that we're the experts and they're not equipped. And it wouldn't surprise me to see more of these in the future."

"The cooperation between CAP and law is continuing to grow and in some cases getting better," said Lt. Col. Ron Butts. "Our ability to react has shown an increase, and our time to prosecute a mission has shown a decrease as our training and ability to detect

improves."

Finally, call it the Modern Ides of March: Little did Keilholtz know what he was in for when he accepted Incident Commander duty on March 16, 2006. An ELT showed in Fillmore. Then it disappeared. It re-emerged in Pearblossom, sending Capt. Patrick Jones to Compton Airport, where a Cessna 172 that crashed the week previous had been moved into storage. Then it popped up and Needles and Baker. Then stopped. The Air Force got another hit in San Diego, and that one moved off to Tijuana, out of CAP territory. Another hit moved from Newport into the ocean. Now there's one in Fullerton. Lt. Col. Pat Robinson silences it in a Super Drifter at Corona Airport.

That must have been the culprit, right? Wrong. Now there's an ELT in Acton. Okay, maybe not. But the one in Los Angeles? That's real. Col. Robinson, Capt. Jones, Maj. Denise Edwards, Lt. Juan Fernandez, and Capt. Mark McKibben end up in Long Beach Harbor where a Hughes 500 chopper is in a shipping container headed for Guam.

That ought to do the trick... until an ELT sounds in Palmdale, then as mysteriously shuts off. Then no sooner does the Long Beach team depart, one starts up in Los Angeles again, and this time 1st Lts. Tolga Tarhan and Rick Woods head to Long Beach, only to find a DEA helicopter.

Mission 06M0400 isn't over yet. Torrance: On and off. Fresno: Ceased prior to locating. Mojave: Dead upon arrival. "One ELT may have caused many of the spinoffs," said Keilholtz, since it had been in transit in a shipping container."

The missions were as unusual

in stretching the Wing's depth charts as routine in their execution. But the sheer numbers—three days, three aircraft, 23 personnel, 37 man-days, 20 UDF teams—raise a question more than ever pertinent, considering the political *sturm* and *drang* of the day: What would the U.S. Air Force do without its Auxiliary?

AFRCC Mission: 05M2001

Search days: 18-19 Oct 05.

Distress Find: Lancair N285JB, 3 fatalities, no survivors.

Location: 33° 23.6' N x 116° 36.6' W, near Borrego Springs

Mission supporting players: Col. Ron Butts, Lt. Col. Steve Huss, Lt. Shane Terpstra, Maj. Brian Stover, Lt. Tolga Tarhan, Maj. Joe DiMento.

And the ESsy goes to: Capt. Frank Tullo, Maj. Roy Hofheinz, and Maj. Bruce Marble, Palm Springs Squadron 11, Group 3.

AFRCC Mission: 06M0295

Search day: 26 Feb 06

Save: Not awarded to CAP, two injured survivors, badly damaged Mooney N6588U

Location: Joshua Tree National Monument

Mission supporting players: Capt. Bob Keilholtz

And the ESsy goes to: Lt. Col. Bill Hartmann and Lt. Col. Joe Orchard, Big Bear Valley Composite Squadron 6750, Group 3.

AFRCC Mission: 06M0454

Search days: 25-26 Mar 06

Distress Find: Mooney M-10, N9533V, one fatality, no survivors

Location: 36° 35.2' N x 121° 07.1' W, 20 miles east of Salinas, 2,400 feet altitude

Mission supporting players:

Raise Funds, Not Eyebrows

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Capt. Jim Anthony, Maj. Jan Ostrat (ICs), Lt. Col. Bill Correll, Capt. Arthur King, 1st Lt. Candice Tuttle, Hank Pielage

And the ESSy goes to: Aircrews Capt. Robert Grehan and Maj. Laurence Steffan, 1st Lt. Michael Allen, Marin Search and Rescue Composite Squadron 23, Novato; Capt. Mark Walters, Redwood Empire Composite Squadron 157, Santa Rosa; and Ground Teams Maj. Jon Wordsworth, Central Coast Group 4; Lt. Col. Beth Reiss-Wordsworth, California Wing; 1st Lt. Keith Beard, Monterey Bay Cadet Squadron 60; 1st Lt. Eugene Carlson, Merced County Composite Squadron 147; Maj. Rodger Coale, Maj. Jim Breedlove, 1st Lt. Scott Reckefus, 1st Lt. William Lefebvre, San Luis Obispo Composite Squadron 103.

AFRCC Mission: 06M0110

Search Day: 21 Jan 06

Non-Distress Find: PLB in Newport Beach Harbor

Mission supporting players: Newport Beach Police, Orange County Sheriff's

And the ESSy goes to: Lt. Col. Pat Robinson, 1st Lt. Shane Terpstra

AFRCC Mission: 06M0400

Search days: 16-19 March, 2006

Non-Distress Finds: Compton, Corona, Long Beach Harbor and Airport

Mission supporting players: Iron IC Capt. Bob Keilholtz, Lt. Col. Ron Butts, Maj. Dave Rudawitz (Oregon Wing)

And the ESSy goes to: 20 UDF teams in California Wing.

See summation page 56 . . .



community activities and organizations such as CAP. Service clubs such as Rotary, Kiwanis, Lions, also fund projects they deem worthy. Many of them require grant applications, and grant writing has become a special skill. And unless the unit is fortunate enough to have a grant-committee member within it, the cold word on the page will likely be the only contact it has with committees. The recent National Board meeting in Reno, Nevada, included seminars to educate members on how to find and apply for grants. But one could argue that it's not a game for amateurs.

Senior members can make a pitch to those organizations and present a professional image of CAP—and nonetheless come off a bunch of people who only want to support their expensive flying habits. How well will that sit?

Our most valuable asset has usually been left at home: our cadets. Their mere presence is our best advertising—and the best tool for opening the purses of those organizations. Most people are unaccustomed to being greeted as “Sir” or “Ma’am”—to the respect that our cadets give as a matter of course. They don't expect to encounter young people bolt-straight in their posture, pin-neat in their appearance, the best youth our country has to offer. Most members of service organizations and corporations have no opportunity to become acquainted with the cream of the teen crop.

Cadets can also effectively

introduce a senior-member fundraising pitch. Having uniformed cadets present the colors can set the stage for a presentation on the cadets and how they mature into senior members or citizens who otherwise protect or serve our nation. The group might then be more receptive to the hearing of the local unit's value to the community.

Even so, units should go beyond the usual statistics regarding the money CAP's volunteerism saves the county, or California, or the community. Intersperse PowerPoint presentations or slides. Show cadets at encampment, along with photos of their participation in actual missions along with senior members. (The Public Affairs section of the California Wing Web site has materials.) Tell the audience just how much CAP does—and how little recognition it gets. Let prospective donors know that their contribution will be used wisely, and for good purpose.

The presentation should be short. Organizations that meet at lunch need short programs so the members can return to their businesses. Short presentations at dinner meetings keep participants awake. Brevity is the key to success.

Fundraising might well reap a recruiting bonus. Members of service organizations are typically already community minded, and may well be looking for other ways to be of service. The greatest donation the unit receives might be enthusiastic new members.





By Lt. Col. Mike Prusak, USAF,
California Wing Liaison Officer

Safety First... or Maybe Not!

Time to Reconsider Mission Risk Management

Come again?

This goes against everything you've ever been taught in the Civil Air Patrol. We always put safety first, don't we? The surprising answer is: No!

To be completely safe from harm we would have to keep our airplanes tied down on the ramps. After all, look at what we do: We fly small single engine planes in the mountains and in some of the most congested airspaces in the world. What's "safe" about that?

Safety is *not* your mission. Your mission is to support the United States Air Force and other agencies in areas of search and rescue and homeland security.

Here are a couple of bromides to swallow while we're on the subject:

Time to become a safe aircrew: one lifetime.

Time to receive an annual Safety Award: one year.

What we are really trying to do is get the mission done and eliminate as much of the risk as possible. We are all asked to manage the risk that our day-to-day jobs impose upon us. The missions CAP takes on are typically more dangerous than our day jobs. There's a perception that we are not taking risk management seriously during CAP missions.

Time to implement a unit safety program: one month.

Time to carry out a safety survey: one week.

The first step in managing your mission risk is to make sure your risk-assessment tools ask the right questions. One excellent checklist used by USAF and CAP aircrews (and hopefully ground teams) is "I'M SAFE," the acronym for Illness, Medication, Stress, Alcohol, Fatigue and Emotion. Those critical mission-safety reducers should be closely monitored. Individually, each of the safety factors is serious; a combination of more than one is a disaster waiting to happen.

Time to conduct safety training: one day.

Time to hold a safety briefing: one hour.

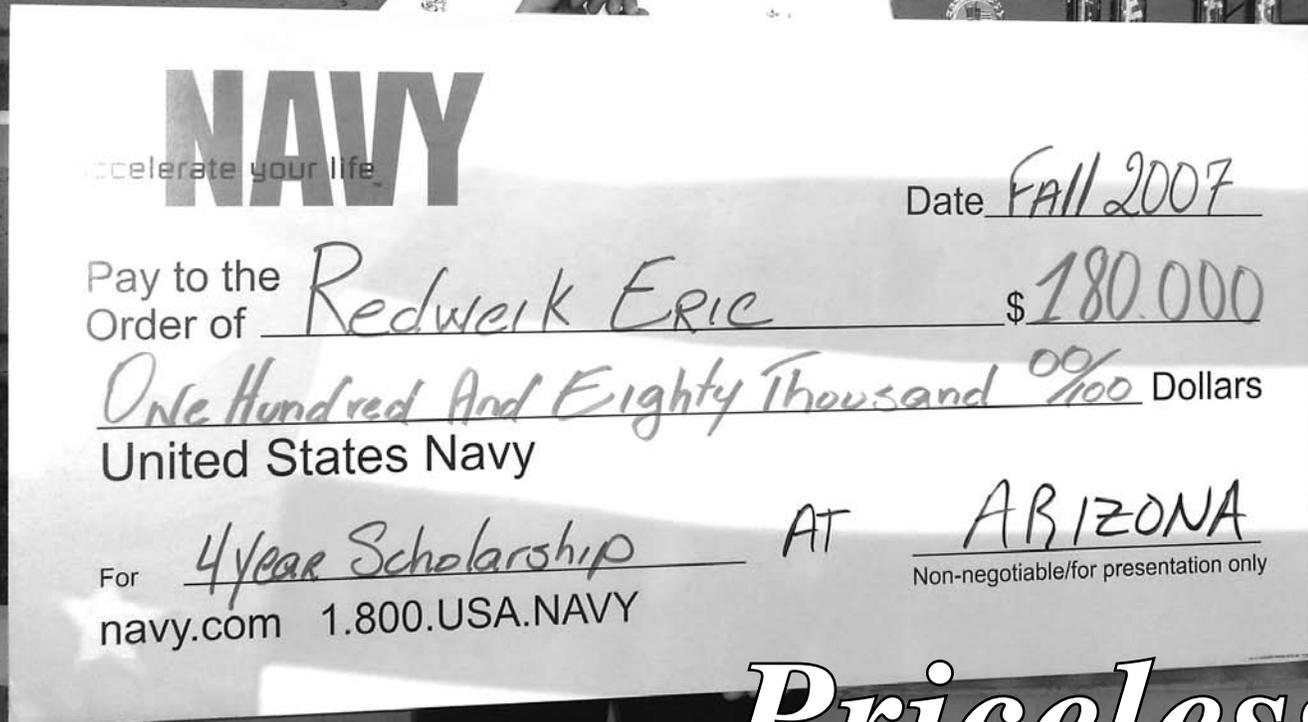
Time to read a safety poster: one minute.

In short, although safety isn't strictly first, it is a primary consideration in all our operations. We need to think about safety throughout all of our operations. We need to think about safety throughout the mission planning and execution, continuously asking the right questions and answering them. Then we must assess what the information is telling us and look for ways to make the mission's risk acceptable. Then we can continue to do what we really do well, which is getting the mission done safely.

Finally, the time it takes to destroy all of the above through a safety-related accident: one second!

*Money for
College:
\$180,000.⁰⁰*

*Leadership
Lessons
from CAP:*



CHECKING IN: Cadet Redweik holds the down payment for his future in military aviation.

Feet on the Ground, Eyes on the Skies

By Cadet Capt. Eric Redweik, March Field Composite Squadron 45

MARCH ARB—As long as I can remember, I've looked to the skies and seen a goal. But it was not until October of 1998, when as a 4th grader I watched Astronaut John Glenn become the oldest man to orbit the earth, I'd made up my mind that I was going to fly and was willing to do anything in my power to get there. As a cadet officer in Squadron 45 at March Air Reserve

Base near Moreno Valley for the last five years, Civil Air Patrol pointed me in the direction of the military and I set my sights on military aviation. In high school I entered the Naval Junior Reserve Officers Training Corps program, which furthered my military interest and allowed me to see another branch of the military and the opportunities it held. Both programs prepared me to walk on the path now before me.

In January, I was selected for the Air Force ROTC Type 2 scholarship, which pays up to \$15,000 for college tuition for three years. I knew at this point, my years of service to CAP and Naval Junior ROTC were paying off in ways I'd never imagined. A month later, I got an even better offer: I'd been awarded a \$180,000 Navy ROTC scholarship to study at University of Arizona. The award covers tuition, books, and even a



MORE FRUIT SALAD, CADET?: Redweik dines with (now) Cadet 2nd Lt. Conor Doyle.

monthly allowance, as well as three month long training sessions over my summer breaks.

I'm convinced of CAP's contribution to my good fortune and bright future. Having risen to Cadet Captain and earned the Earhart Award made my application stand out; I'm certain it influenced the scholarship committees. CAP gave me the leadership lessons that I needed to build a strong resume. It also prepared me to succeed in the NJROTC, where I rose to Cadet Commander and Cadet Company Executive Officer. I'm grateful to CAP for the training I received and the opportunities it offered.

I advise all those applying for such scholarships and to the service academies to excel in a leadership program such as CAP or Junior ROTC on top of outstanding grades. Academic achievement is important but the officers reviewing your application also want to see that you've challenged yourself mentally and physically and developed moral character. And get your applications in early. To show that you have the drive necessary to become a military officer, start with putting your application near the top of the

pile. This will show that you really want to get in.

A Senior Chief Petty Officer of the Navy who interviewed me for the Naval ROTC scholarship offered me good advice. He said that when asked, "Why do you deserve an ROTC scholarship, or an appointment into a service academy?" the typical answer involves flying or traveling the world. That may be true but it's not enough. If you really want to earn the title of officer in the U.S. military, then you must also want to help defend our country. You want to be a part of the most advanced team in the

world. You want to be a leader in the Armed Forces. When one goes into the Air Force, Navy, Marine Corps, Army, or Coast Guard, and one chooses to fly or captain a ship, or fulfill any other duty in the military, that's your secondary job. Your primary job is to be an officer.

I recommend applying to all the service academies and for ROTC scholarships. Even if you favor one over the others, keep your options open. The application processes take a long time and you may change your mind in the interim. If you're set on a service academy, apply to go to their summer seminar. It is a great opportunity to really see what Academy life is like, and it will help your application in the long run.

Good luck to all you cadets looking to serve your country. I can now pursue a degree in aerospace engineering without worrying about student loans or needing to work through college. And, better yet, I have a guaranteed job after college: To protect the freedoms of the citizens of the United States of America.



ON DUTY: Redweik in the uniform of a Naval Junior ROTC Cadet.

Drilled to Perfection



From Fantasy to the Finals: CAWG's Drill Team Comes Out of Nowhere to Take Second Place in the Pacific Region Competition

COSTA MESA — California Wing's first drill team in about ten years took second place in the Pacific Region Cadet Competition in May. In contrast to CAWG's new team, the victorious Washington Wing team boasted 11 veterans among its 13 teammates.

Even so, California's team won the aerospace panel quiz, and battled to close calls in several other events. It lost the written exam by an average of about one question per cadet, the inspection

by only 3 points, and the innovative drill by only 5 points. The cadets also fell short on standard drill, the volleyball game, and the mile run.

That six-to-one event score did not discourage a cadet team that started with the modest goals of forming up, gaining experience, and making a competitive showing.

"You make Civil Air Patrol the greatest leadership training program in the country," said Maj. Randy McClure, Group 7

Commander, to the team composed of cadets from four different squadrons in the Group.

"We're not done working this year either," said 2nd Lt. Kevin E. Lowther, who with 1st Lt. Keith Jackson instructed and sponsored the team. "We are going to keep up our skills in preparation for any call for the drill team to perform—and just for the sake of furthering the learning of everyone involved."—**2nd Lt. Kevin E. Lowther and 1st Lt. Keith Jackson**



Aviation Archaeology *UNEARTHED*



BROKEN WING: A B-17 shot down by a Me-262 over Crantenburg, Germany. Lt. Franken said that nearly half as many war casualties came in training accidents over U.S. soil. Photo, courtesy U.S. Air Force.

A Ground Team Member from Iowa Wing Explains the Delicate Field Work of Examining World War II-Era Crash Sites to a California Squadron

By Capt. Dennis Ammann, San Diego Cadet Squadron 144

SAN DIEGO—The short definition of aviation archaeology is to document, locate, record and final-

ize the site of an aircraft crash, according to 1st Lt. Henry Franken, a member of Iowa Wing Civil Air Patrol who lectured

Cadet Squadron 144 here last year on the art and science of the subject.

Franken, a member of the Des Moines Composite Squadron and a semi-retired co-director of Vatterott College, said his early interest in aircraft archaeology had been activated by working grid patterns and finding emergency locator transmitters (ELTs) as part of CAP search-and-rescue teams.

Growing up in Madison, Wis., Lt. Franken had as a



VISITING SCHOLAR: 1st Lt. Henry Franken, from CAP's Iowa Wing, here with Maj. Daryl Newton, addressing San Diego Cadet Squadron 144. Photo by Capt. Dennis Ammann.

child seen World War II-era B-17s in hangars waiting to be flown to bone yards in Arizona. As a high school student in Montana, he'd heard about a B-17 crash site somewhere east of Big Sandy. But it would be many years before he'd be able to satisfy his curiosity about it.

Aviation archaeology, Lt. Franken explained to cadets, starts with research—in this case, requesting documents from the U.S. Air Force under the Freedom of Information Act. His target: A Boeing B-17F Flying Fortress from the 401st Bombardment Group (Heavy), 612th Squadron, stationed at Great Falls, Montana, that crashed on October 1, 1943, two miles east of Big Sandy, while practicing bombing runs in formation. The 401st Bomber Group was to depart in two weeks for Station 128, RAF Deenethorpe, England. 2nd Lt. John W. McIlwain, U.S. Army Air Force, was the pilot in command; 2nd Lt. George W. Heaps was the co-pilot. There were five other members of the crew. All perished in the crash.

Determining the cause of an old crash requires the skills of a detective and reverence for the past of an anthropologist, Lt. Franken explained. The typical procedure requires the investigator to work with numerous agencies and the city, state, local county and Federal levels, as well as with private landowners. The aviation archaeologist has to take in consideration such factors

as how weather on a particular day may have affected the outcome. In surveying a crash site the participants take care to not alter the original appearance of the field.

The accident had gone largely unexplored since World War II. The official record states the probable cause as “pilot judgment error; lack of care in flight; momentary lapse of mental efficiency” leading to structural failure. The squadron’s maintenance records indicate no mechanical defects. The investigation further stated that the limitations and flight characteristics of the B-17 should be emphasized during training—again suggesting pilot error and inexperience.

In order to better understand what might have happened in the cockpit, Lt. Franken interviewed a B-17 pilot about the flying characteristics and structural stress limits of this large four-engine bomber. He was told that B-17 pilots needed to keep the noses of their aircrafts up during turns and that they could lose control in a dive by dropping the nose only slightly. Investigators had speculated that Lt. McIlwain had finished his bombing run at an altitude of 20,000 feet, then turned into a half roll, and the effect of the four engines racing and gravity made it increasing difficult to pull up. At about 475 miles per hour, the maneuver would have exceeded the stress limits of the airframe. Pulling the B-

17 level at 7,000 feet snapped off the wings and flipped the fuselage end over end, leading to the fatal crash on the prairie below. However tragic, an accident of this nature was all too commonplace, Lt. Franken observed: 35,000 U.S. airmen died in combat during World War II; another 15,000 were killed in training accidents.

Though eyewitnesses are crucial to reconstructing accidents, Lt. Franken explained, in this case they were scarce. Only one pilot, a bomb-group Observer high above the formation, witnessed the final flight. The research team found an elderly lady—in grade school at the time of the accident—who had heard the engines, looked up, and saw a puff of smoke on the horizon. Eventually the crash site was located by comparing landmarks in 63-year old investigation photographs with the terrain. The team used aerial photographs, from the old satellite “TerraServer,” that the U.S. Government obtained from Russia. Those satellite photos revealed faint traces of the “splash” area, including the details of topographical discrepancies such as disturbed soil from vehicles used to retrieve aircraft wreckage, and make-shift roads that had been used to haul out the B-17 debris six decades ago.

After the splash area had been determined, the investigators could start in to the grid. So Lt. Franken led a group of aviation archaeologists to Big

Continued on page 54. . .

Passing Along Inspiration

Lt. Col. Fred Pitcher Broke the Color Barrier and Became a CAWG Legacy with the All the Right Stuff

By Capt. Frank Geraty, CAWG Director of Public Affairs

VAN NUYS—A historical marker at the Columbia Air Center along the Patuxent River at Croom, Maryland, testifies to the pioneering efforts of one John W. Greene, Jr.—mechanic, pilot, CAP squadron commander, high school teacher, aviation instructor, and founder of the Columbia Air Center back in 1941.

In 1933, Greene became only the second black man in American history to qualify for a commercial pilot's license. And his Columbia Air Center was the first black-owned and operated airport in Prince George's County.

Though the airport was officially closed in 1956 (today the grounds are owned by the Maryland National Capital Park and Planning Commission) Greene's achievement inspired the boyhood dreams of the future California Wing



BOUNDLESS ENERGY: Col. Pitcher today, after more than 60 years of piloting aircraft.

Director of Aerospace Education, Lt. Col. Fred Pitcher. His personal legacy is now also enshrined there as being the only pilot ever taught at Columbia field to have risen to be a commercial airline captain. Pitcher's story is strikingly similar to that of his inspiration, John W. Greene.

Pitcher — retired Western and Delta airline captain, lecturer, teacher, mentor, businessman, civic leader, manager—joined Civil Air Patrol as a cadet in 1948 and remains actively engaged to this day. He was awarded his CAP 50-year member award at a recent Wing Conference.

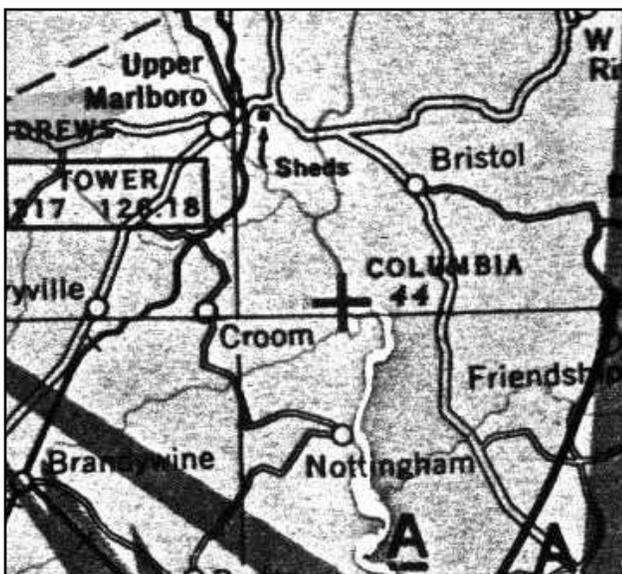
Flying airplanes came naturally to Col. Pitcher. As a

Maryland Wing Civil Air Patrol cadet in 1950 he soloed in a 1946 Aeronca Champ 7AC after only six hours and thirty minutes of flight training at the historic "Cloud Club" located at that historic airport. Influenced by the men of distinction of his youth, Pitcher always showed promise: In high school he was voted Most Likely to Succeed by his classmates, elected president of his high school honor society, and appointed business manager for his high school yearbook.

Lt. Col. Pitcher's love for technology and electronics preceded the arrival of computers. Still in high school, he founded the first of the more than 25 businesses he would own or manage an electronic-appliance repair service. It was also during those formative years, that Fred discovered he had a passion for teaching. He was asked to substitute-teach a physics class in which he himself was enrolled.

Pitcher joined the U. S. Naval Air Reserve and earned an appointment to Annapolis, though he opted for Howard University and the University of Pennsylvania. Then he became a self-proclaimed "professional student" at Northrop University and UCLA over the next several decades.

Though he was constantly on the move throughout his early adult life, Pitcher remained dedicated to the CAP. He joined the Honolulu Hickam Composite Squadron in 1959, serving as the Deputy Commander of Cadets and earned a masters rating in Operations a



WHERE INSPIRATION TOOK FLIGHT: Col. Pitcher learned to fly in Croom.

well as his OCS CAP commission of 2nd Lieutenant. Later, while living in Alaska, he served as a flight instructor, SAR pilot and cadet orientation pilot with the Civil Air Patrol Elmendorf Squadron in Anchorage.

Pitcher's professional career included work associated with the U.S. Atomic Energy Commission at the U.S. Navy Model Basin, as an Engineering Aid; and a high-tech tour with the Burroughs Corporation working with the (then) revolutionary UNIVAC Computer and other "unnamed" smaller devices. He also taught computer science to other technicians at the Burroughs Corporation, traveling to some 30 countries and several continents.

Pitcher moved to the Los Angeles area in 1964 and enrolled at Northrop University and earned his aircraft mechanic, flight engineer, and Air Transport Pilot certificates prior to joining Western Air Lines. He first worked as an aircraft mechanic then, six months later, advanced to full pilot, breaking the employment color barrier at Western Airlines in 1965. He's worked hard to help other minorities into the aviation profession ever since. Pitcher mentored at least twelve new pilots to become professionals. "I've been very fortunate to be able to establish my own career, through my own efforts, and I try to let my students know that if you want to do something, you can do it," he said. "It's just a matter of motivation and being prepared." Three of his latest student ATP pilots were women.

In past years, Pitcher has held leadership positions with the Tuskegee Airmen. He recently was awarded the FAA Wright Brothers



NOSTALGIA BOUND: An example of the low, slow taildragging Aeronca Champ in which Pitcher first soloed, after almost seven hours of instruction, in 1946.

Master Pilot Award for 50 Years of Dedicated Service in Aviation Safety, and received the NAFI Professional Flight Instructor Award for his 42 years as a FAA-Certificated Flight Instructor.

These days, Pitcher runs Training Associates, Inc. in Hawthorne. The working branch trains youths and adults alike on subjects such as 'How to fly' and 'How to enter Corporate America.' A certified teacher in California, Pitcher has been a resource to the Los Angeles Unified School District since 1971. In response to the civil rights tumult in the 60s, as part of a "youth motivation task force," he became one of the founders of what are now called "Career Days."

That's not all. Pitcher is a Los Angeles-based Young Eagles flight leader and has been donating aircraft time to fly young boys and girls regularly in the 'Kids Fly Free Day' program. He is affiliated with the FAA's ACE program to educate inner city children as young as seven years old on the opportunities and wonder of aviation subjects.

CAP recognized Pitcher's contributions to the greater good in

2002 when he was named Pacific Region Senior Member of the Year for his community service work. He earned the Gil Robb Wilson Award for professional development and was the Group 1 Public Affairs Officer before being appointed CAWG's AE director. He is an active flight and ground school instructor, as well as an aerobatic pilot. He's taught flying all over the world including in Japan, Germany, and Philippines.

A man of apparently boundless energy, Pitcher's hobbies are as exhilarating as his professional pursuits. He is an automobile racing class winner; international downhill and slalom snow ski class winner; and ski instructor. Pitcher is even an experimental aircraft builder and trophy winner: He built a midget racing airplane and a single-seat helicopter to encourage students to be creative. Even at play, Pitcher uses his hobbies to focus students on what can be. His life and his passion is to let his students of all ages know that "the mind can accomplish anything that it is dedicated to do."



CAP Turnout Generates Airshow Electricity

RIVERSIDE—The airshow season began in earnest when 155 members of the Civil Air Patrol—nearly triple the typical turnout—worked the 15th annual Riverside Airshow in April. CAP resources, providing more than one third of the volunteer work force, combined with eight members of the Southland Young Marines for crowd-control and flight-line guarding duty. A member of the show's committee estimated 80,000 spectators attended, forming one of the largest crowds in years.

CAP's participation in the weekend events exceeded expectations in more ways than one. After a morning demonstration on the first day of the show, an A-10 Thunderbolt (Warthog) flashed an "engine stall" warning light. Although the pilot experienced no other indication of an actual stall, the event nonetheless forced an early landing. Crew Chief Jason Clark had a laptop computer to run diagnostics but his computer had a dead battery and the aircraft



TEXAN TECH: Cadet Tech. Sgt. Alex Ramos, San Diego Cadet Squadron 144, poses with an AT-6.



was too far from any hangar to run an extension cord. Capt. John Binder, Chino Cadet Squadron 20, went to base camp and returned with a portable generator, allowing the crew chief to give the Hog a clean bill of health and fly the afternoon show. "Leave it to Captain Binder to have what we needed" stated Crew Chief Clark. "I have worked previous airshows with him and he has never failed to let us down."

Making its Riverside debut, a C-17 Globemaster from nearby March Air Reserve Base's 452nd Air Mobility Wing was on static display and gave two demonstrations. Lt. Col. Jeff Pennington, 452nd Air Mobility Wing Operations Group Commander, and Brig. Gen. James L. Melin, the new Commander of the 452nd, accompanied the C-17 to the show. Gen. Melin expressed his appreciation to Capt. Binder for his service to activities on March ARB and said he looked forward to a continued working relationship.

During take off, the C-17 kicked up a small dust storm. CAWG cadets were prepared, having been issued safety goggles provided by Cal Olympic Safety, Corona, which has supported numerous CAP activities for eight years now. 2nd Lt. David Peabody of Hemet-Ryan Composite Squadron 59 had noted the dust problem during the setup

previous to the show.

Cadet 2nd Lt. Kevyn Meredith of Squadron 59 acted as Cadet Commander; Cadet 1st Lt. Nathaniel McMurray, Pancho-Barnes Composite Squadron 49, was his Executive Officer. Cadet Master Sgt. Matthew Harp, Big Bear Valley Composite Squadron 6750 and Cadet Maj. Felicia Voegelé assisted as project officers.

Numerous senior members participated as Tactical Officers along side. California Wing's Safety Officer Maj. Murray Craig and recruiting officer Lt. Col. Charles Wiest were also on hand.

"We had very little to worry about with so many seniors on hand," said Capt. Binder. "It is great to have the adult involvement."

Lt. Col. Mark Williams, Commander of Beach Cities Cadet Squadron 107, said "Our new cadets really enjoyed themselves and look forward to the Chino Airshow in May."

The show marks the first collaboration between the Young Marines and CAP cadets. "I'd like to see them back, for they worked well with our cadets," stated Lt. Col. Fred Mahadocon, Pacific Region Public Affairs. "Service is our business and the service we provided for the Riverside Airshow was outstanding and professionally executed with pride."—**Capt. Andrea Binder, Chino Cadet Squadron 20**

March Field Hosts New and Improved BCS

MARCH ARB—Seventy-two cadet students, 23 cadet staffers and 24 senior members converged from as far south as Chula Vista and as far north as San Luis Obispo for a Civil Air Patrol Basic Cadet School/ Airman Training School here in late January.

“This is bigger than some Wing encampments,” stated Capt. Martin Zschoche, project officer for the combined schools. In all, 24 Units from five Groups in California Wing were represented.

Maj. Jason Markiewitz, commander of the joint school, stated the purpose. “Basic Cadet School is an essential first step to orient new cadets to CAP,” he said. “The school provides a strong foundation for the cadets from the very beginning as they work through Phase I of their cadet careers.” Markiewitz said that Cadets receive quality, standardized training in techniques such as marching and how to properly wear a uniform as well as introductions to the history of CAP. Aerospace Education, customs and courtesies, and CAP’s core values are key components of the school as well.

The formal structure of BCS as we know it today is only about



MARCHING AT MARCH: Col. Black says the military atmosphere at March Air Reserve Base adds to the experience. All photos courtesy 2nd Lt. Kevin E. Lowther.

ten years old, Maj. Markiewitz said. ATS is even more recent, at about five years old. Both schools are part of CAWG’s modern Integrated Leadership Program (ILP). After passing through BCS and ATS, cadets progress to Non-Commissioned Officer School (NCOS), Senior Non-Commissioned Officer Academy and, finally, the Cadet Officer Basic Course. Although individual squadrons can instruct cadets in all facets of the ILP curriculum, the format ensures a uniform Wing standard and builds strong relationships between both cadets and senior members across the Wing.

“What makes this [school] special is that all cadets are in the right position for their skill sets,” stated Maj. Markiewitz.

Lt. Col. Jessica Black, Deputy Commander for Group 3 and Deputy Commander for the joint school, said the BCS/ATS requires “a lot of long range planning. You have to have at least four to five very serious senior members who are ready to put in a lot of extra hours to come together and do the initial brainstorming.” Col. Black said that planning dates back to the Wing conference last October.

Col. Black said that March

CLASS ACT: Maj. Markiewitz says that the BCS program is “essential.” Staff Sgt. Kira Swerdfeger (R) credits the BCS for inspiring teamwork building.



March Field BCS

Continued . . .

ARB is an ideal campus because the reserve base has ample facilities and provides the right atmosphere. “We feel that it’s always best to put the cadets in a military environment whenever possible. I think it enhances the overall sense that you’re in a military training activity when you’re on a military base. It also raises awareness with the Air Force.”

1st Lts. Tomm and Connie Olson, March Field Composite Squadron 45, created a new check-in system for the school. “Putting the admin, including the check in, into a database grew out of seeing the overwhelming amount of paperwork that was generated by having such a large attendance,” said Lt. Tomm Olson. “The database is a prototype endeavor to prove the concept and to find ways that the system can improve, speed up and streamline the entire administration structure.” Networking check-in across three laptop computers kept the line moving and made billeting and duty assignments more efficient.

“One of the most important things I learned at ATS was how teamwork could be developed amongst strangers with a common goal,” said Cadet Staff Sgt. Kira Swerdfeger, Saddleback Composite Squadron 68, Costa Mesa. “I found it amazing that the nine cadets in my flight, who did not know each other before coming to ATS, were able to work as a team, complete objectives, and drill together by the end of one intense weekend. This important experience inspired me to focus on building teamwork in my own squadron.”—**2nd Lt. Kevin E. Lowther, Assistant PAO**

Tuggle Shows Rank Determination

VANDENBERG AFB—Members and guests of Vandenberg Composite Squadron 101 witnessed the promotion of unit commander Lisa Tuggle to the rank of Lieutenant Colonel in January. Maj. Rodney Bronson, Commander, California Wing Group 4, led the ceremony and afterward commended the newest Lieutenant Colonel in the Wing for her dedication toward the organization.

Maj. Bronson said Lt. Col. Tuggle’s story should be an inspiration. After working as a civil service employee for many years, Lt. Col. Tuggle sensed a need to serve the community by molding the lives of young men and women. So in 1996 she joined the Civil Air Patrol and spent her

entire career with Squadron 101, based here and in nearby Santa Maria.

Lt. Col. Tuggle started as a Senior Member working wherever she was needed. But she was also focused on advancing her CAP career and completed the Level V requirements within eight years. During that period she served as squadron’s Deputy Commander for six years before being appointed its Commander in 2005.

Reflecting upon her 11-years in CAP career, Lt. Col. Tuggle marvels at how well the organization enhanced her self-confidence and awareness of world events. She identifies her success in CAP to both Cadet and senior members serving cohesively under her.



SUDDENLY OUTRANKED: Group 4 Commander Maj. Bronson commends Lt. Col. Tuggle.

AFROTC Flights: More Than Free Rides

FALLBROOK—Following a request by USAF liaison Lt. Col Mike Prusak in *Eagle Call* (see Bird's Eye View, Spring 2006), pilots all over the Wing have stepped up Flight Orientation Program (FOP) rides for California's Air Force Reserve Officers Training Corps cadets.

Among other Units in the Wing, Lt. Col. Gerald Rohles, Maj. James Redmon, and Maj. Tom Buscemi, all of Group 7's Fallbrook Composite Squadron 87 here, have regularly taught students from Detachment 075 of San Diego State University AFROTC. In Group 1, Capt. Ben Schick of Clover Field Composite Squadron 51, Santa Monica, has oriented future military officers from both Loyola Marymount University and University of California at Los Angeles. Capt. Paul Krause of South Bay Senior Squadron 129, Torrance, has been flying University of Southern California students. Capt. Gary Cinnamon, Sacramento Composite Squadron 14, and Capt. Keith Stason, Jon E. Kramer Composite Squadron 10, Palo Alto, are among those flying northern California cadets.

FOPs provide more than free-ride fun. Except for take-

off, landing, traffic patterns, low-level flying (defined as below an altitude of 1,000 feet above ground level) and other critical phases of flight, the AFROTC cadets can actually manipulate the flight controls while in the air. (Credit for taking the orientation flight is not contingent upon that, however.)

At the conclusion of FOPs, both pilots and students fill out the AFROTC Unit Orientation Flight Log as evidence of the completed task. Safety rules the program: Pilots conducting FOPs must be even better qualified than those performing CAP cadet Orientation Rides—300 hours of pilot-in-command, a commercial aviation license and a Class II medical required.

ROTC FOPs aim to provide students with a complete and well-rounded education in all aspects of military service. As a side benefit, FOPs expose cadets to flying and flight activities with pilots serving in their role as the USAF Auxiliary.

The AFROTC Orientation Flight Syllabus emphasizes the following points:

Preflight: Discuss the basics of light aircraft aerodynamics. Use the aircraft checklist

to demonstrate the routing of inspections, showing the Cadet what is inspected, what to look for, and why.

Before Takeoff: Use the checklist to show Cadets how routine cockpit checks are made prior to takeoff. Point out procedure for starting the engine and the safety precautions to be observed. Describe the use of controls while taxiing and the safety precautions to be observed. Explain the selection of runway and engine run-up.

In Flight: Point out the position and attitude of the aircraft in normal flight with various throttle and control settings. Point out landmarks, ground features, and the position of the airport with respect to the community. Describe the approach to the traffic pattern and explain the reasons for contact with the control tower or transmissions on common air traffic frequency at uncontrolled fields. Point out the correct procedure for entering the traffic pattern, glide angle, normal landing, taxiing aircraft to parking area, and engine shutdown.

Post Flight: Answer questions about the flight, stressing safety.

According to SDSU Cadet Barroga, an average of about 24 cadets participate in the Flight Orientation Program at SDSU every three months and many go on to be active in Flight Officer programs.—**Capt. James Pedersen, PAO**



OFF WE GO: Lt. Col. Rohles (R) with San Diego State University AFROTC Cadets Barroga, Gordon, and Kilian.

CAWG Cadet's Mitchell Honored at State Capitol

SACRAMENTO — Cadet Lieutenant Mitchell L. Hursh of Sacramento Composite Squadron 14 received the General Billy Mitchell Award by Assemblyman Bill Maze in his offices and on the Assembly floor of the State Capitol in January.

Assemblyman Maze (Republican, 34th District, Visalia), also a Civil Air Patrol Major and Vice Commander of California Wing's Legislative Squadron, congratulated Cadet Hursh on receiving this prestigious award in a ceremony attended by his parents, Hilda Zamora and Ronald Hursh; his brother, Cory Hursh; and his Squadron Commander, Lt. Colonel John Aylesworth.

Cadet Hursh joined Squadron 14, headquartered at Sacramento Executive Airport, three and a half years ago. In the last year he served with distinction as the Cadet Commander of some 30 fellow cadets.

Continuing in the spirit of excellence and volunteerism,



A CAPITOL DAY: On the Assembly floor (L-R), Lt. Col. John Aylesworth, Ms. Hilda Zamora, Assemblyman Bill Maze, Cadet Lt. Mitchell L. Hursh, Ronald Hursh and Cory Hursh.

Cadet Hursh has enlisted in the U.S. Air Force and will begin basic training in September following his graduation this June from Da Vinci High School in Davis, California.

The Mitchell Award signifies the passage of a cadet to cadet officer. It was established in 1964 in honor of the late U.S. Air Force Brigadier General Billy Mitchell, the celebrated aviation hero, pioneer, advocate, and staunch supporter of an independent Air Force for America. Cadets earn their Mitchell only after completing the first eight achievements of the cadet program and passing an arduous 100-question examina-

tion testing leadership theory and aerospace topics. Since the inception of the Mitchell Award over 30 years ago, about 42,000 cadets have earned this honor.

As it represents an important milestone, the Mitchell Award is normally presented by a CAP Group Commander or higher, the Wing Director of Cadet Programs, or a state or federal government official. Cadet recipients of the Mitchell Award, who later enter the Civil Air Patrol's Senior Member program, are eligible for immediate promotion to CAP 2nd Lieutenant at age 21.

Mitchell recipients are also eligible for advanced promotion to the rank of Airman First Class should they choose to enlist in the U.S. Air Force, or for advanced credit in the Air Force ROTC program. Mitchell Award cadets may also apply for a variety of scholarships and Civil Air Patrol special activities.—**2nd Lt. Arthur J. Bettati**



OFFICERS CALL: Cadet 2nd Lt. Mitchell L. Hursh meets with Assemblyman Bill Maze, and Lt. Col. John Aylesworth. Photo: Courtesy Ms. Valory Mitchell.

USHERING IN THE AIRSHOW SEASON: A photo essay by 2nd Lt. Kevin Lowther at the CAWG-supported airshow at NAS Point Mugu at the end of March shows F-16C Thunderbirds in surrealistically perfect formation, Navy Seals, and an F-22A Raptor of the 1st Fighter Wing doing its thing.



Ground Team Training

Continued from page 7...

for Urban Direction Finding (UDF) team certification; second-year candidates would earn Ground Team Member (GTM) qualification. A third year would earn Ground Team Leader (GTL). All skill sets would correlate with those outlined in CAPR 60-3 Emergency Services Training and Operational Missions regulations, except those related missions seldom if ever encountered California Wing members (water rescue, high mountain rippling or snow rescue, for example). Even so, the training would include survival skills for high-mountain altitudes and cold weather. Lt. Col. Bill Correll, then Squadron 72 commander, tasked Maj. Steve England, then deputy commander for seniors, and Cadet Commander

HOW SABER TRAINING HONES THE NON-COMBAT EDGE

Phase I - First Aid, CPR and blood-borne pathogen training and certification

Phase II - Basic and/or Advanced Communications User Training training and certification

Sarex I - Field-training exercise for UDF/GTM operations equipment, and hot loads in air ambulance, and those wanting to become GTL would receive that instruction

Phase III - Advanced land navigation and team skills including direction-finding equipment use

Phase IV - Field training of individuals and teams in equipment and survival skills

Saber - Skills evaluation in four sorties, all done in a stress-filled environment

DEPLOYED: A California Air National Guard helicopter drops Saber participants at altitude and collects them after their training.



Erin England to develop the curriculum into a fully operational training activity.

Here's how the Saber program works. Instructors teach basic skills in a normal classroom setting, along with field training for practicing direction finding and radio use. The first SAREX includes a briefing from a local air ambulance firm on hot-load protocols. Fieldwork includes UDF/GTM practice under both day and night conditions. The final SAREX is far more challenging and stressful, to simulate actual emergencies, and leads to a sign off for those demonstrating all UDF or GTM skills (see How Saber Training Hones the Non-Combat Edge).

The program utilizes a local civilian air ambulance company and a California Army National Guard aviation unit. The ANG assists by inserting and extracting two teams into a remote site at 8,000 feet in California's high Sierra Mountain Range. The ANG unit uses the same procedures it would to insert two fully equipped Army teams at this location, and then extracts them the following day. The exercise trains students for being taken to a remote, unknown site and having to orient themselves and organize quickly into a functioning team—skills they might need for hurricane or earthquake relief efforts, and many other emergency and Homeland Security missions.

In the event that members fail to complete all the training within a program year, then they can either join the cycle in the next program year or elect to discontinue the program, failing to certify.

Instructors are typically members who are Ground Team Leaders and have completed the SET (Skills Evaluation Trainer)



THE RIGHT DIRECTION: Standard curriculum includes utilization of direction-finding equipment.

test to teach all ES skills. The squadron has its own American Red Cross-certified instructors for First Aid, CPR and Blood-Borne Pathogen training; both registered nurses and medical doctors cover those items specific to their expertise. The squadron also has qualified members for teaching Basic and Advanced Communications User Training (BCUT and ACUT).

The advantage of Saber is its revolving cycle, which allows members to maintain their edge; in contrast standard CAPES training is too reliant upon weekend skills training and then a SAREX or actual mission sometime during a year. Most actual missions fall into

the Direction Finding category and do not tax the team members total skill set. Saber ensures mission readiness for those 5 percent of actual missions requiring all the skill sets of a GTM.

Those completing this advanced training rewards students with the confidence that they've been well trained and stand ready to undertake any CAP mission imaginable (along with an attractive, numbered Saber certificate!).

The proof is in the pudding: Saber training has been conducted each year since 1998 and produced many highly qualified, mission ready ES personnel for California Wing.





1st Lt. Henry Franken, Iowa Wing, CAP.

Dedicated to the Heroes of the Past

Just prior to October 1, 2006, I took a fast, short trip to Big Sandy, Montana, to dedicate a memorial on that on that day, surprised that I'd been got the called to speak at the occasion. I thought it might be too far to travel for such a brief occasion, but not after I got there.

Two years previous I'd led a group to the town to perform historical research on an aviation crash near the town. I'd given the local historical society a courtesy

report when we were done and left assuming it was the end.

But in the interim, a few members of the small town took it upon themselves to build a memorial to those killed in the crash. They'd experienced inches of successes and miles of frustrations—permits, property rights, government participation and grant writing. I didn't know all of this when I was asked to participate in the dedication. I frankly expected to see a simple plaque on a bolder in the middle of Montana.

What I saw left me deeply impressed: A flower garden in front of a polished granite memorial, lighted flag poles, U.S. Air Force dignitaries awaiting a missing-man formation flyover, a marching band, an honor guard with firing squad—and an entire town's presence. I was humbled to think how I'd underestimated the event.

These are the words I shared with that gathering:

“Sixty-three years ago, nine men began the last moments of their lives in the sky above where we



ONE THAT NEVER CRASHED: *The B-17F “Memphis Belle” in restoration at the National Museum of the U.S. Air Force, Dayton, Ohio. U.S. Air Force photo by Ben Strasser.*

Aviation Archaeology

Continued from page 35 . . .

Sandy. He was assisted by the University of Iowa School of Journalism and Broadcasting, which assigned a student film crew to document the expedition. (In fact, Lt. Franken found himself in San Diego to edit the documentary in his daughter's TV studio.) The crash site was chosen because of its isolation. It was surrounded by mostly farmland



ON TOUR: *The Memphis Belle at Patterson Field, Ohio. The B-17F has been revered since its arrival. Photo, courtesy U.S. Air Force.*

now stand. During WWII, 35,000 airmen were casualties...15,000 of them were fatalities in training accidents. Nine of that number belong forever in the vivid memories here today, honored by all... marked now on the placid plains of Montana at a place called Big Sandy. Their freely given commitment to freedom and their need to serve has contributed to allowing of us to fly our flag over this land, and cost them their lives.

What happened in that cockpit at 27,000 feet that October morning, at this hour, all those years ago, is still a matter of debate and conjecture and investigation. What we do know is that because of their sacrifice we are privileged to dedicate this marker today in a free land for all to see and to know that those nine young men will not have gone to the other side forgotten.

The nature of this land, this Montana and its people, is one of quiet dignity. It is in that temper we can now bring to close this special chapter in the book of freedom."

On the drive home, I spent 20 hours thinking a lot about that day and what it's like everyday in Civil Air Patrol. Just like the quiet dignity of the people of that little town, CAP has a vision, mission, and dream-pursuers at work. We get tired. Sometimes we may even want to quit. We won't likely get an honor guard or a flyby, but we're like the people in a little town in Montana with a picture of success, a feeling for a mission that just will not go away. I'm proud to be a part of it.—1st Lt. Henry Franken



"IDIOT'S DELIGHT": An example from the 94th Bomb Group, 332nd Bomb Squadron. Photo, courtesy U.S. Air Force.

and flat prairie and had been largely undisturbed over the years. In fact, the area remains littered with alkaline cans and inert practice bombs dropped by bombers during training flights, during which bomb groups had used Great Falls as an Initial Point, ascended to 20,000 feet, dropped practice bombs on the range, broken formation, and returned to their respective airbases.

Lt. Franken's goal was to report the team's finding to the surviving family members, who were found by following the trail of death certificates, and document the investigation for the National Historical Preservation Society. That meant obtaining permission from the landowners and informing all interested parties about the expedition's intentions, assuring those for whom the accident was personal that all ethical guidelines would be followed. The team, which

included a doctor in the event of an accident, used metal detectors to locate objects on the ground and marked the position of debris with red flags in three-foot grids. Using this methodology, the splash area was precisely documented and each object noted.

Finally, Lt. Franken emphasized the value of saving aircraft artifacts for future research and historical record. Many residents of Big Sandy had collected parts from this particular crash (the engine cowling, the propeller, the generator, for example) and were unwilling to surrender them. Lt. Franken feared that those precious artifacts might mean little to future generations and simply be tossed away—along with the memory of the ultimate sacrifice those brave airmen made for our country so many years ago.

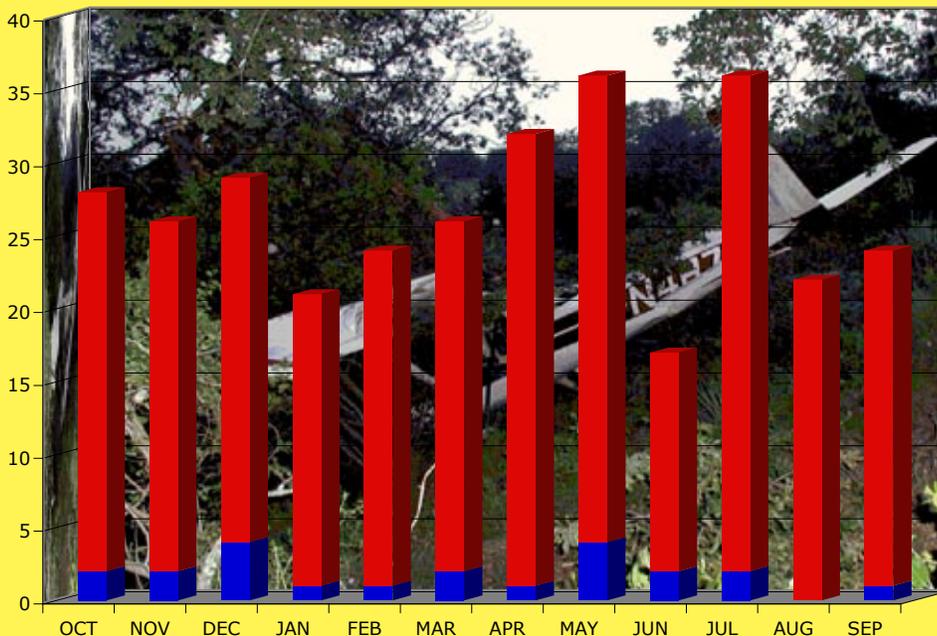


DOUBLE-DIGIT MISSION MEN: WHO'S PULLING THE IC LOAD



THE ICe-MAN COMETH: As an Incident Commander, Capt. Bob Keilholtz's 78 missions, several involving multiple tasks within a single mission number, outpaced 1st Lt. Shane Terpstra's 58 (18%), Capt. Frank Duarte's 46 (14%), Capt. Jim Anthony's 25 (8%) and 1st Lt. Rich Lovick, Capt. Burt Kingsbury, and Maj. Jon Wordsworth, all of whom ran about 5 percent of the Wing's missions.

EMERGENCY SERVICES IN SUM: OCT 2005-SEP 2006



MISSIONS ACCOMPLISHED: California Wing performed 321 mission for the ES year, 22 of which involved missing aircraft searches.

A total of 1,735 members participated in ES, with the bulk (944) dedicated to ground and urban direction finding teams. CAP aircraft flew over 400 hours on the year. Stats courtesy Lt. Col. Beth Ries-Wordsworth.