Bear Facts

The Official Magazine of California Wing Civil Air Patrol

WINTER 2008

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Col. Kenneth W. Parris
Wing Commander

Capt. Chris R. Storey
Director of Public Affairs

Capt. Paula Mangum
Deputy Director of Public Affairs,
Editor *Bear Facts*

Capt. Sam Seneviratne
Technical & Scientific Editor

Commander's Column

To the Members of California Wing

By Colonel Kenneth W. Parris
Commander, California Wing

A Year in Review

It's hard to believe that it has already been a year since taking command of California Wing. In that time we've done some amazing things and have made some significant progress together in areas needing some improvement.

The California Wing Cadet Programs Conference (CPC) continues to be one of the largest cadet program activities in the nation. Representatives from National Headquarters Cadet Programs staff visited CPC at its traditional home, Camp San Luis Obispo, over the President's Day weekend to see the activity in action. The visitors were very impressed with the quality of training and the scope of the activity, commenting CPC was one of the best cadet activities they had seen.

I attended the 2008 Winter National Board Meeting in Washington, DC. The Wing Vice Commander, Lt. Col. John Longley, several California Wing cadets who were attending the

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ON THE COVER:
National Check Pilot Standardization Course.
See story on page 58.

The Squadron 47 Color Guard poses prior to entering the End Zone Tunnel of Qualcomm Stadium. Pictured left to right are cadets Kevin Harter, Noah Bruccoleri, Seth Bruccoleri, Michael Chung, Kaila Reed, Joelah Bruccoleri and Ruby Rosado.

Skyhawks Squadron 47 Color Guard Presents Colors at NFL Home Opener of the San Diego Chargers

By Capt. Audrey DiGiantomasso, CAP
All photos by Capt. Audrey DiGiantomasso, CAP

The call comes in, someone needs help. CAP is used to those kinds of calls but this one was unusual as it came from the San Diego Chargers! The Chargers put out a call that they needed a Color Guard to present the colors at their opening day ceremony. Could Skyhawks Squadron 47 help? The answer was, "Yes we can!" The

Continued . . .

With a contingent of U.S. Marines about them unfurling a massive U.S. Flag and stars on the playing field, the Squadron 47 Color Guard present the colors for the National Anthem as fireworks erupt.

As the cheerleaders and officials clear the field, the Squadron 47 Color Guard marches on in anticipation of the National Anthem.

Color Guard Presents

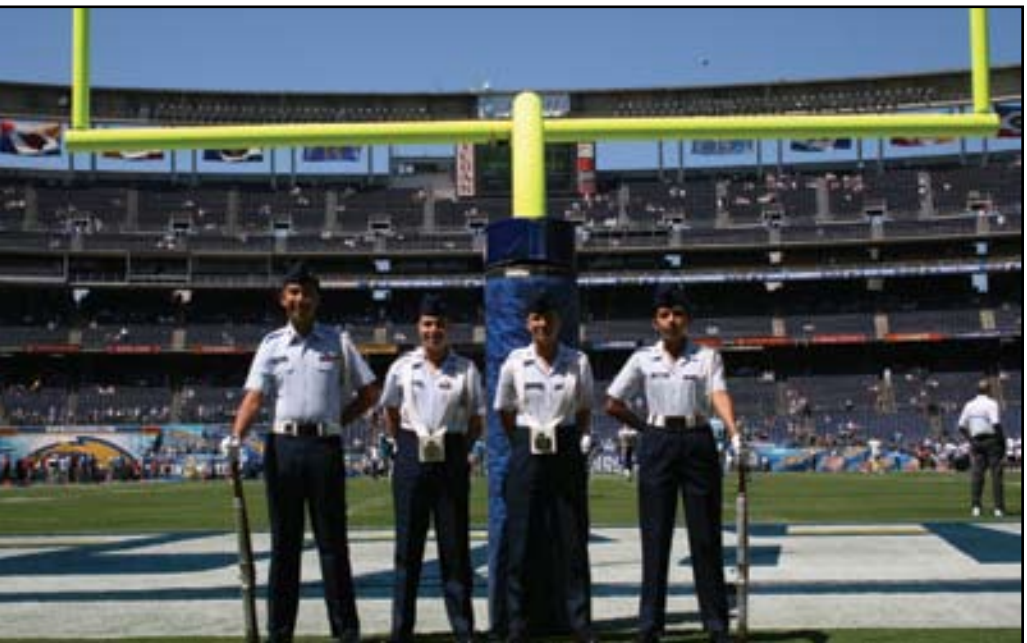
Continued . . .

Color Guard team had been practicing for a few weeks in anticipation of the 2009 Cadet Competition and had already been scheduled to present the colors for the Chargers later in the season. Three veteran members of the 2008 team - Cadet Senior Master Sergeant Kaila Reid, commander of the color guard, Cadet Technical Sergeants Michael Chung and Joelah Bruccoleri - were joined by one new member for 2009: Cadet Airman 1st Class Ruby Rosado, who had only been practicing with the team for three weeks prior to the event.

As the fans rise for the National Anthem and fireworks are launched about them, the Color Guard stands by at Parade Rest in anticipation of their command to enter the playing field.

Excitement grew as they arrived at the game early to practice on the field. As they made their way onto the field to get their briefing and the chance

Continued on page 27 . . .



The Squadron 47 Color Guard poses for a photo under the goal post as fans begin to enter Qualcomm Stadium. Pictured left to right are cadets Michael Chung, Kaila Reed, Joelah Bruccoleri and Ruby Rosado.

SAFETY BY EXAMPLE

The Yearend Look at Safety

By CAWG/ SE Team

At the end of the year, we look back at what we did and make notes for improvements for the coming year. The Wing Safety Team would like to say a big THANK YOU to every member of the Wing. Safety is a way that each individual can contribute to the overall goal of Civil Air Patrol. When every member works to provide a safe environment to perform the missions and functions that CAP does, we can get more done. When a member becomes a Safety Officer, at any level, for any mission or at any event, they take on a responsibility to be a caretaker to aid in performing the duties tasked.

This past year there were a number of changes to the Safety program including going to online reporting of incidents, changes to the Safety Regulations and the National Safety Staff. The changes were embraced. The willingness of everyone, from commanders to safety staff to each member, to be flexible and follow the new procedures was appreciated and helped make the transition smooth.

Wing Safety put on three California Wing Safety Officer Training courses this year. Thanks to Lt. Col. Phil Laisure, Deputy SE/South; Maj. Paul Groff, Deputy SE/ North and Lt. Col. Mike Watkins (one of the originators of the class). These three took time out of their schedules to arrange and teach these programs. The three sessions, one in the south and two up north were well attended and everyone took away new lessons in what being a Safety Officer means. Feedback from the sessions was positive and inspiring. Changes were made by Wing and now the materials are provided online before the course eliminating any fee to attendees.

Communications between the Wing Director of Safety and the Group Safety officers was facilitated this year through a number of conference calls where information was not only shared from Wing but gave the Group Safety officers a chance to communicate issues that they and their squadrons might be having. Also, the California Wing Safety Bulletin was published quarterly in the past year. The publication delivers messages from the Wing Commander, Director of Safety and others providing information and a resource for Safety Officers to share with their squadrons.

Plans continue to be made for the coming year. Plans for continuing the Safety Officer Training Courses are in progress. Wing Safety wants to express that they are always willing to work with all members if they have safety questions or concerns. Communication is important and we want to continue the conference calls and the publication of the safety bulletin. We want to address any safety trends that may be happening and for that we need the vigilance of the members in doing accurate reporting not only of mishaps and incidents but of potential problems using the channels offered.

We also look forward to membership input. Wing Safety would like to remind members that the National Safety Program CAPSafe is active and in effect. Each member is to send a safety

Continued on page 35 . . .

CIVIL AIR PATROL
Pacific Region
Public Affairs Officer's Academy
Phase I

Pacific Region (PCR) will be conducting a Public Affairs Officer's Academy (PAOA) on April 4 & 5, 2009 at Nellis AFB, Nevada. The purpose of this PAOA is to provide PCR's Public Affairs Officers (PAOs) and Mission Information Officers (MIOs) proficient and quality training to insure that they perform their duties and responsibilities in a skillful and professional manner as they promote CAP within their units, communities, state and country.

This PAOA, Phase I, will cover all the basics a PAO & MIO will need to know, do and accomplish their various tasks. Some PAOs & MIOs appears to be doing their tasks with some success, but there is much more to the job than what they are currently doing. Since all aspects of being a PAO & MIO cannot be covered in this two day activity, lots of handouts will be provided and are excellent resources to aid you in your job performance.

Expenses for this PAOA, Phase I, will be your transportation, meals, and billeting for two nights. As of this date, billeting rates are between $35.00 and $39.00 per day. Upon receipt of your application and not attending the Pacific Region Staff College (PRSC), billeting reservations will be made for you. If attending the PRSC, include billeting for April 3rd and 4th. This will insure you'll have a room while attending the PAOA. Nellis lodging accepts Visa and MasterCard. Attendees within a half hour of driving time may decline billeting, but is required to be present during all Academy activities.

If you are a PAO or MIO and are eligible to attend a Region Staff College, here is an incentive for you to attend. The PRSC is scheduled to be at Nellis AFB March 28 to April 5, 2009. Since PRSC student activities ends on April 3rd, PAOA will be able to use the same facility on April 4th and 5th. **Just think, PAOs & MIOs can attend and complete their Level IV and Public Affairs training requirements in nine days and with one trip! Big $$$ saved!**

Every PAO & MIO should take advantage of this training opportunity provided for them. This PAOA will help you to increase your skill level and prepare you to complete your tasks successfully. No PAO & MIO can succeed without being educated about their tasks and the proper manner to accomplish it.

We need to make this first PCR PAOA work and be successful if we are to continue giving our PAOs & MIOs top-notch and professional training they so need and deserve. They are our most important resource in telling the public about CAP and we want to make sure our PAOs & MIOs are prepared and will skillfully and professionally give the right message to our communities.

THE SUCCESS OF THIS ACTIVITY IS GOING TO BE BECAUSE OF YOU AND OTHERS ATTENDING…

This PAOA is open to all CAP Senior Members. Members from other Regions are welcome to attend the PCR RSC, PAOA or both. Registering for the RSC does not include attending the PAOA – use the PAOA's Application Form.

Aside from PAOs & MIOs, unit commanders and those interested in public affairs are encouraged to attend.

Attire for this activity will be the gray trousers (males)/slacks (women) and blue golf shirt with CAP emblem. ***NO OTHER UNIFORM COMBINATIONS WILL BE WORN***. If you have a problem meeting this criterion, contact the undersigned.

NOTE: Unable to create the Application Form whereby the blanks (underlines) can be filled without affecting the format. The form must first be printed, filled in with a pen and 1) scanned and e-mailed or 2) mailed. Sorry for the inconvenience.

Lt. Col. Frederick R. Mahadocon, Jr., Director, Pacific Region Public Affairs
2387 Corydon Avenue, Norco, CA 92860-2204
Tel: 951 371 2154 • Cph: 951 640 3253 • mahadocon@sbcglobal.net

Pacific Region Staff College

Nellis AFB, Las Vegas, NV
March 28 thru April 3, 2009

$75.00 Pre Registration Deposit holds your slot.

You are invited to attend the Pacific Region Staff College. This is a formal in-residence program required for completion of Level IV. The purpose of the college is to help prepare CAP officers to execute duties and responsibilities associated with CAP command and staff positions. Courses include lectures and seminars covering interpersonal communications, leadership, management, and training techniques.

The Staff College curriculum includes a wide array of areas and is taught by a variety of highly qualified individuals including: CAP commanders, Air Force instructors, CAP members who teach professionally, and CAP members who are executives in their civilian careers. Each staff member is carefully screened and selected based on his or her experience.

This is the year for you to attend. The school is designed for all CAP members and is presented in a format, friendly for all academic backgrounds. Students must have completed Level 3 to attend. Please reference CAPR 50-17 for student eligibility. The Staff College cost is $75.00 per student. This includes course materials, Sunday night dinner social, mid week dinner social and Friday luncheon. Nellis student lodgings are some of the best in the Air Force. Upon receipt of your registration the Staff will make room reservations on your behalf at Nellis. All students will stay in Base lodging and are responsible for the cost. Day rates as of this printing range between $35.00 and $39.00 per day. Nellis lodging accepts Visa and MasterCard.

Deadline for Application: February 15, 2009

Prepare two copies of CAPF 17. Submit one copy of your CAPF 17 through proper CAP channels. Mail the second CAPF 17 along with a copy of your Senior Level Training record (which can be obtained online from National Headquarters) with your Pre-Registration check for $75.00 made payable to the Pacific Region Staff College to:

2009 Staff College Registration

Lt. Col. Lori Duffy	**Days**	**503-231-4215**
4906 S.E. Harrison St.	**Evenings**	**503-235-2156**
Portland, OR 97215	**Email**	**lorid@katu.com**

Tours will be scheduled, subject to AF mission requirements of the Thunderbirds, Red Flag and the Threat Training Facility during the school week.

Nellis Air Force Base	**www.nellis.af.mil**
Thunderbirds	**www.nellis.af.mil/thunderbirds**

Batteries Not Required

Revisiting basic navigation skills can help enhance your situational awareness, especially when all the fancy stuff goes dark.

BY PHIL BLANK

When was the last time you planned a flight? No, we don't mean hop in the aircraft and punch direct on the nearest GPS navigator; we mean *really* planned the flight the good old-fashioned way...with a pencil, a plotter, an E6-B, a sectional and a flight log. It's been a while, hasn't it? At this point, you're probably thinking, "Here comes another really boring article about navigation," but that's not the case.

Instead, this really is about safety and situational awareness; it's about really understanding what is happening when you fly from point A to point B. Finally, it's about remembering and utilizing the basic skills of a VFR pilot that may have some rust on them.

You'll recall the three basic forms of navigation: Pilotage, ded reckoning and electronic. (Okay, there also is celestial, but we're making the broad assumption that there are not a lot of flight navigators out there.) Each has its own tricks and tips. But the most important lesson is never, ever to rely on just one of them.

PILOTAGE

Pilotage is looking outside the aircraft, finding a significant landmark, and then finding yourself in relation to that same landmark on a chart.

Pilotage is one of the oldest forms of navigation and is used by aviators, as well as boaters and hikers. Mountains, hills, lakes and rivers are natural landmarks we can use.

Man-made features like railroad tracks, airports, cities and dams are useful landmarks as well.

DED RECKONING

The term "ded reckoning" (or "dead reckoning," if you prefer) first appeared in the 1600s. It's another way to say "deductive reasoning," the process of calculating your position based on a previously known position and then applying (mathematically) all known changes such as speed, winds, etc. In effect, it is saying, if I am at point A and I take 10 steps forward and five steps left and three steps backwards—and each step is *exactly* three feet—I can determine my exact position.

Pilots often get nervous with ded reckoning. To do it correctly, we must use a plotter and measure our true course on a chart. Then we must use a wind triangle to calculate the effect of the forecast winds aloft. At the same time, we must account for the performance of the airplane during its climb, cruise and descent. If we have done everything correctly and the forecasts are accurate, we should be able to take off, fly the compass and clock, and arrive exactly where we need to be.

ELECTRONIC NAVIGATION

This is probably the easiest form of navigation. Flying from one VOR to another along an airway has been the most common form of electronic navigation. With GPS or Loran equipment, we simply plug in the destination and hit the direct key. That's about as electronic—and easy—as it gets.

Of course, we all know and remember that portable GPS units are *only* for situational awareness. They're not certified by the FAA for primary navigation, even VFR. Make sure you don't arrive at an airport with all your navigation gear

inoperative except for your portable, and face an FAA ramp check.

PRACTICAL APPLICATION

Now that we are experts on the three basic forms of navigation, it's time to put this newfound knowledge to use. We (the photographer and me) decided to plan a flight that would be at least an hour in length, would not depend to any great extent on electronic navigation, and would allow us to exercise both our ded reckoning and pilotage skills. And, of course, the destination had to have a restaurant to nourish us after having expended so much mental energy.

Our flight will take us from Livermore, Calif., to Porterville, Calif., a distance of approximately 165 nm. Our airplane is a 1982 Cessna TR182. For this article, we are limiting ourselves to 5500 msl. We have divided the flight into five separate legs, each of which is just over 30 nm. With a TAS of about 150 knots, that should give us about 12-14 minutes between checkpoints, enough to log all of the important information and take some photos.

Our first leg will take us from Livermore to Crows Landing, an abandoned NASA landing facility. We then will proceed to Santa Rita Park, which lies along Highway 152. We anticipate that this will be a tough checkpoint to find since it is not clear exactly what Santa Rita Park is, but it's along our route so it gets the nod. Then on to Kerman, Calif., to Hanford and to Porterville. Neither myself nor my copilot/photographer were familiar with any of these landmarks.

THE NITTY GRITTY

The first real task is determining each leg's true course. Why true course? You need to know the true course to apply the *forecast*

Accurate VFR Flight Planning?

The secret to VFR navigation happiness is to not rely on any one method of navigation. When you go somewhere, take the time to plot the course, locate landmarks and set up checkpoints depending on those landmarks. At the same time, get a good flight planning form, calculate the time and distances involved, and figure out exactly how long it is going to take you to get there. And finally, use the electronic navigation tools that are in the aircraft.

In an ideal world, all three will work and will give you pretty much the same answer. You'll discover by doing this that your VFR navigation becomes a lot more accurate and efficient (translation: It won't take you as long to get there and you'll burn less fuel). More important, you'll be able to identify trends much earlier and figure out if you are ahead of plan or behind it, and make corrections long before they're urgently needed.

Log? What Log?

Of course, you always keep a meticulous flight log for each flight you have planned, right? There are many excellent logs in the marketplace. One of our favorites is the Jeppesen VFR Flight Planning log. Fill this puppy out completely and it's hard to go wrong (or get lost). The completed log we used for the flight described in this article is reproduced below.

NAVIGATION LOG

Finding your VFR checkpoints can be as challenging as the planning. Below, we've matched up the sectional with an image taken from the cockpit. It pays to follow along.

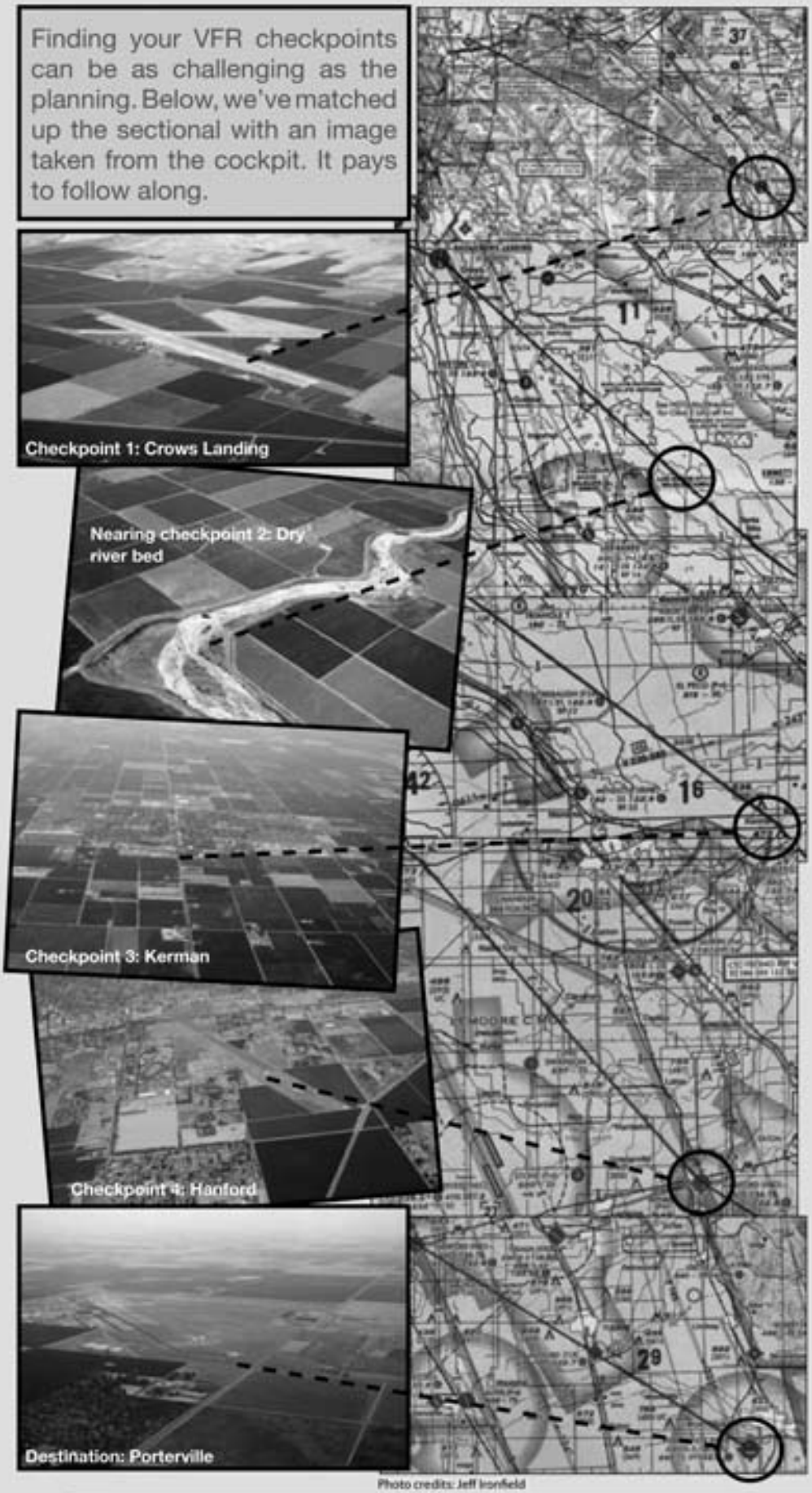


Photo credits: Jeff Ironfield

winds aloft to your plan. We mark the course line on a chart and use the plotter to tell us the exact true course.

Once all the legs and true courses are recorded, it's time to calculate leg length, using the correct side of the plotter. Yes, there are two sides: one for WAC charts and one for sectionals. Use the wrong side and you will either get there a lot quicker than you planned—or you could end up in a nasty fuel situation.

At this point, each checkpoint should be in the log along with its true course and altitude. You should also have the distance column filled out and, as you can see, this flight is approximately 167 nautical miles in length. We are pretty much done with the sectional (for now) and must turn our attention to the performance sections of the aircraft flight manual.

Be sure to check thoroughly for notes or fine print in your AFM when you're looking at your time-to-climb or cruise performance charts. Since our climb speed is different than our cruise speed, we need to take that into account. And, this being summer, we must increase the time, fuel and distance by 10 percent for each eight degrees F above standard. In the summer, that can be significant.

Now that we know it should take us approximately eight minutes to climb to 5500 MSL (you did remember to subtract the airport elevation to compensate, right?) at 95 KIAS, we can use the forecast temperature aloft to find our true airspeed in the climb.

Once we have figured out our climb TAS, we can calculate our estimated climb ground speed based on forecast winds aloft. Some pilots (like us) will actually use a separate line on the flight plan for the climb section so that

they can note how long it actually took. And, of course, don't forget the calibrated airspeed calibration check.

THE WIND TRIANGLE AND MORE

But wait, we're getting ahead of ourselves. What about the winds? Winds and temperatures aloft are the elixir we need to really perform the ded reckoning magic. We use the wind direction and velocity to calculate our heading information. Then, it's back to the AFM for the planned en route cruise TAS and fuel burn. We use both to predict the heading we will need to fly and the amount of time it will take to get to each checkpoint.

The winds aloft triangle (on the back of the E6-B) is all done by referencing true course and true heading. We use the winds aloft to calculate our wind correction angle and apply it to the true course to arrive at the true heading. Next, we apply magnetic variation by referring to the dashed magenta line on the sectional nearest to our planned course. On the West coast, these are always negative numbers and we need to subtract approximately 15 degrees from the true heading. This gives us the planned magnetic heading.

Hang on, we're almost there. Remember the compass deviation card? We add or subtract the compass correction number from the magnetic heading (usually only one or two degrees) and that gives us our course heading. It is the course heading (finally) that we will follow during the flight.

Of course, we used a standard flight planning form (the actual form we used is reproduced on page 13) to keep it all straight. As we continue across the form, you'll note the groundspeed is an estimate and there is a spot for the actual recorded ground speed. You should enter your estimated groundspeed you calculated from performing the wind triangle. You also should enter the estimated time en route, the estimated time of arrival, the actual time en route and the actual time of arrival. You can calculate these estimates from the circular slide rule side of the E6-B. By doing this, you keep very close track of your actual performance and will be constantly refining your estimates and the accuracy of your flying.

AFTERMATH

We learned a few things along the way. Clearly, airports make the best checkpoints. They are very easy to spot even from some distance away. The second best are isolated cities, large natural features (e.g., dry lake beds) or highway intersections. Kerman, in the middle of nowhere, is an example of this. Santa Rita Park proved to be the most difficult of checkpoints to find. As a flight planning checkpoint, it wasn't worth much. The other lessons we learned are summarized in the sidebar above.

Phil Blank holds Airline Transport, Flight Engineer and Flight Instructor certificates. He is type-rated in several jets.

What We Learned: VFR Flight Planning Tips

- **Use the thin pencil.** When we drew the course lines, we drew a line right through Kerman, covering it up. When we got there, we almost didn't recognize it. After the flight, we erased the pencil line and lo and behold, there was a little yellow area indicating development exactly where Kerman ought to be!
- **Don't use itty-bitty checkpoints!** With apologies to Santa Rita Park, it was not very clear at all where it was. Even after returning, when we compared our pictures to what Google Earth showed, we still aren't sure where it is.
- **Practice your manual procedures.** On the leg between Crows Landing and Santa Rita, my co-pilot asked me what the winds were. I did a reverse wind triangle, using the E6-B's instruction book and I mechanically followed the steps. It was easy to do but would have been easier if I practiced more frequently.
- **Look for other signs of progress.** There are lots of mini-checkpoints between your main ones you can use. We found several active and dry river beds along our flight, and were able to conclude that we were making good progress and in the right direction by checking them.
- **Relax and have fun.** When we arrived in Porterville for our well-earned lunch, we had a lot more to talk about than ever before: which timing estimates worked, which didn't and why, the various landmarks we saw, what we thought of the various checkpoints, etc. Our lunch conversation was more animated than ever.
- **Plan the flight and fly the plan.** We flew this flight with a watch, a compass, a chart and very little else. You'll find a great feeling of satisfaction (as we did) knowing you flew with much higher precision than you have before.

The Ten-Second Aerospace Current Events Minute

By Charles Jackson, SM, CAWG
Deputy Information Technologies Officer

Do you need a good, quick Aerospace discussion topic for your next meeting? A new feature of our wing's web site can give you a wealth of topics in ten seconds or less.

The *AE News* area of the California Wing web site (http://cawg.cap.gov/AE/news/) scans the web to provide you with dozens of current aerospace-related discussion topics.

Updated *Hourly*

Every hour around the clock, the *AE News* area scans more than a dozen aerospace-related news feeds and combines them into an easy-to-scan report. AEOs strapped for discussion topics or bulletin board material now have a wealth of current, interesting aerospace-related news items to leverage.

Aerospace News Sources:

NASA (we monitor five NASA feeds)
Air Force Top Stories
AOPA News
Popular Science, Military Aviation and Space
American Institute of Aeronautics and Astronautics
The Space Foundation
The Experimental Aircraft Association News
Aviation Week and Space Technology (we monitor two AW&ST feeds)

How it Works (for web geeks only)

The *AE News* page is dynamically created by an RSS Feed Aggregator. (An RSS Feed is a summary of a web site's latest news and headlines.) Once an hour, the Feed Aggregator collects the latest news from each RSS feed, then combines them into a single web page. (It also creates a combined RSS feed, which is available from the *AE News* page.)

We are very excited about this new service. If you have comments or suggestions, please send them to me at: *cjackson@cawg.cap.gov.*

Fossett Mission Finds Closure

TO: All ES Personnel
Ref: AFRCC 07M-1636 "Fossett Mission"

The events of the past few days are now drawing to a close on the search for Steve Fossett. His family and friends will finally have closure and all of us can now know our efforts were not in vain.

On behalf of the command staff on this mission, we would like to convey to all personnel who participated, a heartfelt "Thank You". We know that words cannot adequately describe the appreciation for your efforts, but please accept our humble attempt. The members of California Wing can be proud of their efforts and sacrifices to find our lost fellow aviator. If one of us should ever be in a similar situation, it is you the members of CAP that we can count on to be there for us.

We can understand you're questioning your efforts and accomplishments and our inability to find the wreck, but rest assured you did an outstanding job while searching in the highest grids in the USA, steepest terrain, and highly turbulent air and doing so without any accidents or incidents. You can be most proud of your efforts.

A special "Thank You" to all the behind-the-scene personnel who scheduled us, fed us, brought supplies and did a thousand things to support the mission base. And don't forget to give a special hug or handshake to all the family members who supported each of us by allowing us to give our time and energy.

Once again, "Thank You" to all our fellow members of California Wing, this has to be your "Finest Hour."

Joseph L. Chizmadia. Lt. Col., CAP; Robert Kielholtz, Maj., CAP; Jan Ostrat, Maj., CAP, Incident Commanders

Why Do We Explore Space?

Compiled by Capt. Earl Lewis, CAWG Internal AEO, from a NASA Website

Why should mankind explore space? Why should money, time and effort be spent exploring, investigating and researching something with so few benefits? Why should resources be spent on space rather than on conditions and people on Earth, or in our own country.

Perhaps the best answer lies in our genetic makeup. What drove our distant ancestors to move from the trees into the plains? Was it the lack of skills to compete in one ecological niche? If so, the adaptations selected for after the move have resulted in a species expanding into all possible areas and environments. The drive to spread genetic material and ensure the success of not just the species, but of one type of genetic material. The wider the distribution of a species, the better the chance of survival.

Perhaps the best reason for exploring space is the built in genetic predisposition to expand into all possible niches.

Culturally nearly every successful civilization has been willing to explore. In exploring, dangers of surrounding areas may be learned and prepared for. Dangers may be political enemies in neighboring cultures, physical features of the area, a change in the area which might effect food supplies or any other number of factors. All pose a real danger and all may be made less dangerous if certain preparations are made. Without knowledge, the danger may strike and completely destroy. With knowledge, the effects or consequences may be lessened.

Exploration also allows resources to be located. Resources translate into power and success at survival. Whether the success be financial, political or genetic additional resources are always a boon when used wisely. In any of the three manners, use of resources allows a heightened percentage for survival. If the resources have no immediate need, then perhaps later the resources will be used.

Resources may be more than physical assets. Knowledge or techniques acquired in exploring or preparing to explore always filter from the developers to the general populace. Techniques may be medical applications, uses for drugs or ways of living to increase the quantity of time lived or the quality of that time. Techniques may be social, allowing the people in a society to better understand those within or outside the culture. Better understanding may lead to better use of resources or a lessening of outright competition for the resources.

While many resources are spent on what seems a small return, the exploration of space allows the creative, the brave, the intelligence of our species to focus on what may serve to save us. While space may hold many wonders and explanations of how the universe was formed or how it works, it also holds dangers. The chance of a large asteroid or comet hitting the earth is small. But given time, it will happen. Several current models of evolution propose many changes in a very short time period. Some explanations for the drastic speed of extinction and evolution include strikes by asteroids or comets.

Human technology is reaching the point where it might be able to detect such a threat and allow us to do something about it. The danger exist, knowledge can allow us as a species to survive. Without the ability to reach out across space, the chance to save ourselves might not exist.

While Earth is the only planet known to sustain life, surely the adaptive ability of humans would allow other planets and moons to become inhabited. True the life style would be different, but human life and cultures have adapted in the past and surely could in the future. Our genetic makeup will allow humans to move into unoccupied niches and flourish.

The culture group holding the high ground, in this case space, has attained a great advantage over other groups. It can see farther, act sooner and be safer from attack. In space all of these things are true. The culture which expands is like an organism which adapts. It may be found everywhere. If one group is eliminated, the species as a whole survives.

The old adage, ‘do not put all your eggs in one basket’, holds true for humans and cultures. The more a culture expands, the less chance of it becoming extinct. Space allows us to expand and succeed.

OES LAW ENFORCEMENT BRANCH ANNOUNCES THE ANNUAL "LARRY PEABODY MEMORIAL AWARD RECIPIENT FOR 2008

Governor's Office of Emergency Services (OES) Law Enforcement Branch is pleased to announce Major Jan Ostrat of the California Wing Civil Air Patrol as this year's recipient of the annual "Larry Peabody Memorial Award" for 2008.

The "Peabody" is an annual award presented by OES to the California volunteer search and rescue (SAR) individual or team that performs their SAR duties with professionalism, dedication, and an unswerving desire to successfully accomplish their noble mission. It is given in honor of Larry Peabody, a dedicated professional volunteer, who served OES for over 27 years, providing valuable search and rescue canine coordination 24-hours a day, 7 days a week. Peabody's tireless commitment to California search and rescue so "that others may live," is revered by all who have performed the search and rescue duty.

In like spirit, this year's recipient, Jan Ostrat, a Major with the California Wing Civil Air Patrol has been a professional volunteer, responding to missing or overdue aircraft missions as well as distress alert beacon activations, namely Emergency Locator Transmitters (ELTs), since 1980. For the past 28 years his unselfish efforts have been instrumental in successful responses to many very difficult and complex missions. Jan participates in at least 25 missions per year, or about 700 calls for duty. Many lives have been saved as a direct result of his efforts. Jan often volunteers his personal aircraft, a Cessna 206, to conduct search and rescue missions.

"It's my honor to congratulate Jan as this year's Larry Peabody Memorial Award recipient and extend my deepest gratitude for the selfless, life-saving work that he has performed over the years," said Henry Renteria, Director of the Governor's Office of Emergency Services. "The citizens of California depend on the hard work of both our OES personnel and the dedicated volunteers like Jan to provide the best public safety services in the nation," said Renteria.

Jan Ostrat (left) receives the 2008 "Larry Peabody Memorial Award" from Deputy Chief Matt Scharper, State Search and Rescue Coordinator.

Jan's vast expertise in conducting missing aircraft and ELT searches is known statewide and nationally. As a result, he is often called upon to assist in overcoming the most complex missions. Jan is recognized as a "Subject Matter Expert" in the aircraft and ELT search arena by the California Governor's Office of Emergency Services – Law Enforcement Branch. As a result, he is not only called upon often to assist with search missions but also to instruct, as a key instructor, within the branch's Search and Rescue Management Courses. Jan, as a volunteer instructor, has personally trained thousands of search management students how to properly respond to missing and overdue aircraft missions and distress alert beacon activations – to include the new personal locator beacons or PLB's.

When Jan is not volunteering his time to help search for persons in distress he is busy managing his metal fabricating company near his home in Fairfield. During the summer months, he

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What CAP is really about . . .

I recently learned a very sobering lesson about what CAP is really about and I thought it was worth sharing. This was not a safety lesson, a flight lesson or a procedures lesson but rather a life lesson and one that came from a most unusual source.

Up until recently, to me, CAP meant Form 5 checkrides, participating in SAREX's, organizing events, attending squadron meetings and doing Mission Pilot work when called on. All that changed on July 4th weekend when many of us participated in the search of a missing RV-6.

I had long planned to go to Southern California on the July 4th weekend as both my wife's family as well as my own live in the San Diego area. I was supposed to leave on July 3rd. It was, however, on July 3rd that the Ops Section Chief of the RV-6 search asked if I could take the Concord airplane and check some airports as well as do a quick ridgeline scan of a few selected grids.

I immediately checked with 'the boss' who told me that I could fly down on the 4th instead of the 3rd and that it would be fine. I mustered my crew and out we went. Flight planning was particularly daunting due to the number of fire related TFR's. It was a 25 minute brief from Flight service due to the large number of them. And then, plotting them on the sectional took quite a bit of time as well. But at long last, the crew, the airplane and myself were ready to go.

We spent about 7 elapsed hours and 4 and a half hours of flight time looking for that RV-6. Unfortunately, we did not meet with success. We arrived back at Concord airport around 9:45 PM tired and hungry. We stopped to get something to eat and relax for a few minutes and then headed home.

I felt as though I had really pushed my luck with 'the boss' for missing my July 3rd arrival but figured that arriving on the 4th would make up for it. I told the OSC that I would not be available until the 5th and headed down south. When I called 'the boss' before leaving, I was told that I might have to take a cab since no one would be available to pick me up. "Oh great, a cab", I thought, "she must be really upset". In the meantime, I was feeling guilty about having started the mission and not being in position to finish it.

I arrived at Palomar Airport and sure enough, the 'boss' was there to pick me up. I was pleased but very surprised. On the way back to the house, she asked me about the mission. I told her that there were six airplanes being launched today but that in deference to our family plans, I had told CAP that I was not available until Saturday afternoon. She looked at me and said that had I wanted to stay for the Mission that I should have said something and it would have been OK. I was surprised by that and told her that I thought that she would have been upset had I missed our family 4th of July.

It was at that point, she stunned me by explaining the meaning of CAP better than I could have myself. She looked at me and said, "If it were you up in those mountains lost, I would hope that everyone would be out looking. How do you think the family would feel if the search got suspended because everyone had a 4th of July party to go to."

Silence filled the car for a few minutes as I thought about what she had said. It had never occurred to me what the family of the missing pilot must be going through. I had always focused on the pilot, the plane and the search. That perspective really drove home to me why CAP work is so important and what 'so that others may live' is really all about.

Color Guard

Continued from page 5 . . .

to practice, they were joined by players from both the San Diego Chargers and Carolina Panthers. Each team was already on the field practicing and the Color Guard did a run-through in the middle of the excitement. That made for an interesting practice, dodging footballs and getting distracted by the players, but the team focused in on their job and went to work. They were given a rundown of what would happen, but as they would find out later there were a few things left out of the briefing. Accompanied by a Chargers official, they practiced on the field, realizing for the first time that the stadium was very big and there would be a lot of people watching them this Sunday. In fact it turned out to be 67,111 people in the stadium that day. As they were practicing they were also told they would be sharing the field with a hundred or so Marines from Camp Pendleton, Miramar Marine Corps Air Station, and the Marine Corps Recruiting Depot in San Diego. The Marines (and a few U.S. Navy sailors for good measure) were going to be unfurling a huge American flag and also some smaller stars around the team as they presented the colors during the singing of the National Anthem. The team has had experience posting the colors at other events, such as a San Diego Padres game, and events around San Diego and south Orange County and their confidence was high, although this was certainly the biggest audience they had ever performed before. As the time for the opening ceremonies grew near, the team lined up in the end zone tunnel with the Marines and prepared to enter the field.

At this point they began to realize that this was not going to be a simple Flag Ceremony. In fact it ended up much more than marching out to the center of the field and presenting the colors. There were fireworks, Chargers Cheerleaders dancing, a fly over of FA-18 Hornets out of Miramar MCAS, cheering crowds, a lone vocalist singing the National Anthem, the full San Diego Chargers and Carolina Panthers teams and Marines and sailors. As the Color Guard trains for competition they are told they need to prepare for the unexpected and that includes reacting to any challenge that may occur during a ceremony. They entered the field and found themselves faced with more noise than they had ever had at a flag ceremony, more action from cannons to fireworks to jets flying overhead. They had to endure fireworks sparks falling around them and on them, the smoke from the cannons and fireworks and find their way on and off a huge, crowded football field - and they proudly managed to do just that! As they were leaving the field the final obstacle was avoiding being run over by the San Diego Chargers as they ran onto the field to begin their first game of the season.

In the end it was quite the adventure! And the newest member of the team, Ruby Rosado, who was so nervous before the event since it was her FIRST time ever performing with the team in front of an audience, it was something she won't forget. The rest of the team assured her that if she goes to the Cadet Competition with the team in 2009 it will be a lot calmer than what they had just gone through!

Now the team continues to prepare for the 2009 schedule of Cadet Competitions. And as they do they say: "Go Chargers!"

PARTICIPANTS

<u>Color Guard Members</u>
Cadet Senior Master Sgt. Kaila Reed, Senior Flag Bearer
Cadet Technical Sgt. Joelah Bruccoleri, Junior Flag Bearer
Cadet Technical Sgt. Michael Chung, Guard
Cadet Airman 1st Class Ruby Rosado, Guard

<u>Senior Member Escorts</u>
Major John DiGiantomasso, Coach
Captain Audrey DiGiantomasso, Photographer
Chaplain (Capt.) Richard Nelson, Coordinator

<u>Other Cadet Attendees</u>
Cadet Senior Airman Seth Bruccoleri, Alternate
Cadet Airman 1st Class Noah Bruccoleri, Alternate
Cadet Chief Master Sgt. Kevin Harter, Coach

Excitement

Another Civil Air Patrol benefit!

The Civil Air Patrol offers young adults across the country challenging opportunities in an awards-based, multi-level program. Leadership training, technical education, and an opportunity to participate in aviation-related activities are just a few of the benefits of CAP membership. Cadets must be 12 - 18 years of age to join. Civil Air Patrol also offers Senior, Chaplain and Aerospace Education memberships.

Get involved in your local unit and see how far you can go!

www.cawg.cap.gov
Click on Unit Locator to find a Squadron
in your area or call
California Wing Headquarters
Telephone: (818) 989-8100

1-800-FLY-2338 **www.cap.gov**

CIVIL AIR PATROL *...performing Missions for America!*

INTEGRITY VOLUNTEERISM RESPECT EXCELLENCE

Training Over the Skies of Southern California

By Jon Stokes, Maj. CAP
Group 1 Commander

Squadron 128 hosted a search & rescue exercise (SAREX) on 21-22 June out of the mission base at Whiteman Airport. Eight aircraft from various units throughout southern California converged on grids, landmarks and emergency locator transmitter (ELT) simulators while coordinating with ground and urban direction finding teams in order to hone their SAR skills in a two-day search & rescue exercise.

On day one, the mission base opened 7:00 am and the temperature at Whiteman Airport in Pacoima was already well over 80 degrees. The air conditioner in the air operations trailer was broken but everyone was committed to seeing the exercise through. By the time aircraft were launched, it was well over 100 degrees.

Incident Commander Denise Edwards took a novel approach to briefing the aircrews while wearing several colored vests, denoting the various base staff positions that the incident commander is responsible for. As she read off the names of the various staff members, she took off the appropriate vest, symbolizing "lightening the load" of the incident commander by delegating to the appropriate staff member.

By the time the aircraft returned from their first sorties around noon, the temperature was over 106 degrees. While the temperatures were high, so were the expectations of the planners and command staff. Capt. Amnon Charash, the deputy commander for Squadron 128 and the project officer for the SAREX has organized three previous exercises and began planning for this exercise back in February. "My standards for these SAREX's increase with each one that I am involved with" stated Capt. Charash. "Those that have not been involved in the planning and organizing of one of these things do not realize the amount of work it takes but at the end of the day, it is well worth it" says Charash.

To add another challenge to an already busy day, the SAREX was sharing communications frequencies with a combined Civil Air Patrol/Coast Guard Auxiliary communications exercise. Air and ground assets utilized the alternate frequencies and quickly adapted to the challenge.

Two ground teams were deployed and coordinated with air assets to locate emergency locator transmitter (ELT) simulators. Aircrews were expected to localize the signal and direct ground assets to the area. "If the aircraft can get within a quarter of a mile and then call in the ground team, we're doing pretty good" says Air Branch Operations Director and Squadron 128 Commander Mark McKibben.

As the temperatures stayed over the century mark for most of the day, it was decided by the base command staff that they would open the base and begin launching aircraft the next day before sunrise in order to improve aircraft performance and reduce aircrew fatigue. The base opened at 4:30 am and aircraft were launched by 5:30 am. Four aircraft were launched, including CPF 499 flown by Lt Col John Jay and Capt Mark McKibben who were interviewed and filmed by the ABC news affiliate.

"We are very pleased with how this has gone" said Incident Commander Denise Edwards. "A lot of our people received badly needed training and did it all safely and that's what it's all about. Everyone did a great job" said Edwards.

Commander's Column

Continued from page 1 . . .

Civil Leadership Academy and I roamed the halls of Congress during CAP Legislative Day on Capitol Hill. We delivered the CAP Annual Report to Congress and met with members of Congress and their staff in an effort to raise awareness of CAP and its missions. One of the highlights of our visit was an opportunity to meet with Senator Diane Feinstein. While meeting with her, Senator Feinstein expressed a sincere interest in CAP's and California Wing's missions. I believe the opportunity to visit with our state's representatives in Washington was very valuable in building and maintaining support Congressional support for our organization.

In the Spring we completed a SAR Guided Training Exercise (GTE). While not graded, both the CAP-USAF and Pacific Region exercise staff members were very complimentary of everyone's performance. This is particularly noteworthy as the previous years graded SAR Evaluation left California Wing with a Marginal grade. I am confident that the same dedication, professionalism and enthusiasm displayed in this year's GTE will be present in our performance during the SAR Evaluation scheduled for March 2009, enabling the Wing to achieve a Successful or better evaluation.

At the Pacific Region Conference and Awards Banquet in Portland, Oregon, California Wing's own Cadet Colonel Douglas Crawford was selected as the Pacific Region Cadet of the Year. His name was forwarded to National Headquarters to represent the entire Region for the national award in this category. While he did not win the national award against some very stiff competition, we are very proud of his accomplishments as a cadet. In late summer, Cadet Colonel Crawford turned 21 years of age, forcing him the "turn to the dark side" as cadets often say and become a senior member. We look forward to his continued exceptional performance in this new and exciting chapter of his CAP career as a CAP officer.

The Wing's periodic news magazine, formerly Eagle Call, was renamed Bear Facts, returning us to our earlier roots. The wing's Director of Professional Development and amateur CAP historian, Lt. Col. Charles Wiest produced stunning new masthead for our renamed publication. Bear Facts also saw a new editor, Capt. Paula Mangum, who delighted the Wing with the production of a very professional and informative news magazine. Capt. Mangum came to us from the Evergreen State of Washington where she previously served as the Washington Wing news magazine editor.

The Wing underwent a thorough and detailed Compliance Inspection (CI) by CAP-USAF and CAP/IG this year. I am pleased to report the Wing Staff worked exceptionally hard, resulting in an overall grade of "Excellent." This is truly an exceptional accomplishment as less than 5% of all the Wings in Civil Air Patrol achieve a rating of "Excellent" or better. Directorates such as Safety, Operations and Cadet Programs really shined, carrying the day for us.

The CI did reveal a few areas where we can improve. For example, both Aerospace Education (AE) and Transportation were deemed "Marginal." It should be noted the AE director was newly assigned, just a month prior to the inspection. In his short tenure he has already developed an AE work plan to correct the Wing's deficiency identified during the CI. Transportation, always a "target rich environment" for inspectors, has also worked hard since the CI and developed a plan to ensure considerable improvement in the maintenance and usage records for your vehicles during the coming year.

At this year's National Board meeting in Orlando, Florida, the Wing was recognized for our outstanding work in Emergency Services and Cadet Programs, receiving the Pacific Region Mission Awards in each of these mission areas. I was very proud to receive these awards on behalf of the officers and cadets of the Wing. I was also privileged to be a part of CAP history in Orlando as we elected our first female National Commander

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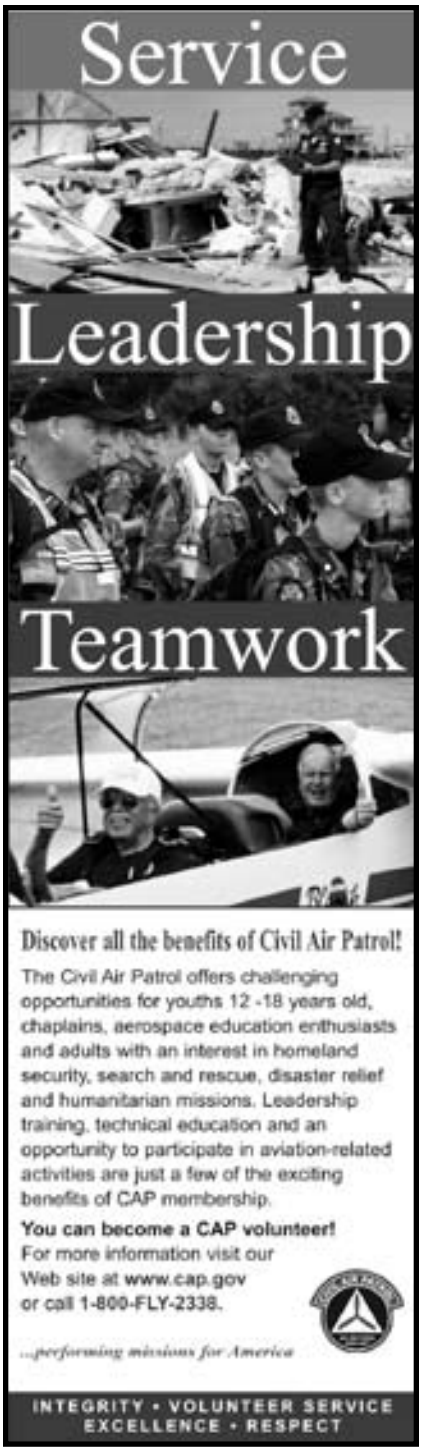
Commander's Column

Continued . . .

by a unanimous vote of the National Board. General Amy Courter formally took command of CAP and received her promotion to CAP major general at the meeting's closing banquet.

And in early October, a hiker near Mammoth Lakes discovered items belonging to famed aviator and adventurer Steve Fossett, who disappeared while flying a light aircraft from a ranch in Nevada last year. Several days later, local search crews were able to locate the site of Mr. Fossett's aircraft, bringing final closure to one of the largest missing aircraft searches in U.S. history.

It has been and continues to be my distinct honor and privilege to serve you as your Wing Commander. I am very proud of the officers and cadets of California Wing. You are all an exceptional group of professional volunteers who give selflessly to your community, state and nation while conducting "Missions for America."



SAFETY

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idea monthly to the National Safety Office. Please copy your ideas to CAPSafe@cawg.cap.gov. The Wing Safety Officers want to see your ideas and want to incorporate them into the safety bulletin. As members of California Wing, you are the Wing's eyes and ears on the ground and in the air over California. It is often said that the CAP's best resource is its members. It is true in Safety. While doing missions, meeting at squadron and group and being out in the public, CAP members practice what is necessary to keep safe and Wing would be grateful for any tips and tricks to share.

Maile also wants to mention that the Bulletin is always looking for articles. Any safety topic is welcome, 500 to 1500 words is ideal. Please send those to the safety e-mail below.

Please remember the door to the safety office is always open, if you are not able to stop by Wing during a meeting night, an e-mail to Safety@cawg.cap.gov will always be read and responded to. Thank you again for a great year. Please help us make the next one even better, even safer.

Peabody Award

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also remains very busy flying wild land fire "Air Attack" or "Recon" for Cal Fire or USFS in his Cessna.

Jan's dedication and extraordinary excellence as a professional volunteer to help others in need is outstanding and he is a role model for others to follow. The personal sacrifices that Jan makes *"So Others May Live"* are above and beyond the call of duty.

For more information on the OES Peabody Award, please contact: OES Law Enforcement Branch at (916) 845-8700.

2008 Wing Conference Award Recipients

Outstanding Wing Staff Members:
Lt. Col. Joseph L. Chizmadia,
Lt. Col. Burleigh J. Putnam

Group 1:
Outstanding Squadron Newsletter:
"Plane Talk" (Sqdn. 35, Gp. 1)

Group 2:
Outstanding Communications Officer:
1st Lt. Raymond Woo (Sqdn. 10, Gp. 2)

Outstanding Cadet Squadron: East Bay Cadet Squadron 18 (Gp. 2)

Group 3:
Outstanding Logistics Officer: Capt. Carrie F. Olson (Gp. 3)

Outstanding Public Affairs Officer: 1st Lt. Crystal D. Chatham (Sqdn. 11, Gp. 3)

Jack Sorenson Cadet Programs Officer:
Maj. Simon A. Housman (Sqdn. 11, Gp. 3)

Group 5:
Outstanding Pilot: 1st Lt. Robert S. Nield (Sqdn. 92, Gp. 5)

Outstanding Composite Squadron:
Sacramento Composite Squadron 14 (Gp. 5)

Group 6:
Outstanding Character Development Instructor: 1st Lt. Michael D. Lynch (Sqdn. 121, Gp. 6)

Outstanding Ground Team Member: 1st Lt. Danny A. Lack (Sqdn. 121, Gp. 6)

Outstanding Observer: Capt. Chris B. Bagdikian (Sdn 121, Gp. 6)

Outstanding Cadet Officer: C/Capt. Ann M. Theisen (Sqdn. 46, Gp. 6)
Outstanding Officer: Lt. Col. Carol A. Schaubschlager (Sqdn. 46, Gp. 6)

Group 7:
Outstanding Chaplain: CH (Capt.) Richard A. Nelson (Sqdn. 47, Gp. 7)

Outstanding Aerospace Education Officer: Capt. Tim G. McCrerey (Sqdn. 57, Gp. 7)

Outstanding Safety Officer: Capt. Stephen J. Karl (Sqdn. 68, Gp. 7)

Outstanding Cadet Non-commissioned Officer: C/CMSgt. Kira B. Swerdfeger (Sqdn. 68, Gp. 7)

Outstanding Senior Squadron: Long Beach Senior Squadron 150 (Gp. 7)

Outstanding Officer - Life Achievement:
Maj. Randy C. McClure (Gp. 7)

Squadron 10 Bivuoac 2008

Maj. Dana Kirsch Ray, CAP

On a mild Friday afternoon in June, 27 members of CAP loaded 300lbs of field equipment and gear into 5 vehicles and drove 50 miles to Henry Coe Park for a weekend of Ground Team training. This SAREX was intended to be in conjunction with the Oakland SAREX and provide opportunities for coordinating air and ground assets. Due to the heavy volume of smoke in the air surrounding the Oakland base of operations and limited air maneuvering space the air portion of the SAREX was suspended, but the ground team proceeded as planned.

The schedule for the weekend included classroom and field exercises in the following disciplines: Shelter building, Map and Compass, Radio communications, Air to Ground signaling, use of the GPS, DF instruction, Geocaching with the GPS, Search Line procedures, and a mock-search. In addition, exposure to canine search teams, and simulated crash-scene preservation, were introduced.

Overall the weekend progressed very smoothly. Meals and breaks came at appropriate intervals allowing cadets and seniors to refresh, recuperate and relax, as the heat of the day and the effort of exertion increased. Overall the pace of learning was appropriate, the manner and method of instruction was good with reinforcement and time to practice the skills learned.

We had a few encounters with the local wildlife. On Friday night a single coyote ran off with a couple of cliff bars and damaged a backpack. On Saturday night the entire pack came through while everyone was asleep and most everyone woke up to discover something had been taken, torn or gnawed upon. It was a stealthy silent pack that swept through the site plundering candy, trash, and goodies.

Some lessons learned included:

- Bring more water. - We departed with 40 gallons of water and resupplied with 10 and found we ran a little low at the end. Almost half the people emptied their water supply as we exited the park.
- Don't forget the coffee - there was a small mutiny when the coffee didn't arrive until 2pm on Saturday afternoon.
- This was an introduction to ground team operations, camping and bivouacking. As such we cooked group meals and ate on paper plates. For an advanced class I recommend teaching individuals to use their stove for at least one of the meals, and to encourage individuals to be self sufficient with water and to cook and eat out of their own tin cup and to practice and use sanitation techniques.
- Bringing the MREs was a good experience. Many folks had never tried one before, and even though they were expensive it was a good lesson for anyone getting ready for field work to have tasted and tried and know how to prepare a MRE.

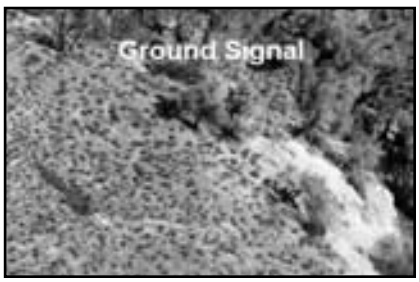
Overall a great opportunity, with lots of SQTRs signed off and many happy memories.

CAP and Santa Clara County Sheriff Search and Rescue Joint Exercise

Maj. Dana Kirsch Ray, CAP

The Santa Clara County Sheriff and the Civil Air Patrol joined forces one October weekend to conduct an interagency SAREX. Deep inside the Henry Coe State Park, a command post was setup in response to a simulated overdue Aircraft and ELT activation.

The Henry Coe park is notoriously difficult for ground team communications, so CAP launched both a Highbird and a search plane to DF the ELT signal. The search plane gave preliminary coordinates, then revised them once they got a better fix on the ELT. The nearest ground team got a bearing on the ELT fix that corresponded with the location reported by the plane, and they moved to that location and easily found the simulate "crash site". The ground team signaled to the plane that it had been found and indicated it's exact location to the plane because it was under a tree and not visible to the scanner.



Highbird performed the roll-call 'ops normals' every half hour and the Sheriff ground teams were pleased once they got into the groove of how that worked.

The scenario included the three survivors having walked away from the crash (about a mile). Just as the overhead staff was shifting from finding the simulated wreckage into deploying teams in an area search of the vicinity when one of the new Sheriff candidates fell ill and the whole Exercise went "real world".

The "real world" subject was reported as having taken a fall, and was now vomiting. Overhead staff sent two ground teams (one was nearby the other had the EMT and the paramedic) and an ATV with a med kit, stokes, oxygen, and ice packs to his location. They were in a creek bed nowhere near a road so it was not an easy evacuation. After an hour of hydrating, resting, and wearing ice packs the subject was able to slowly walk out the small trail to a campground under his own power.

From there we transported all teams (and the pretend plane crash victims) back via pickup truck and ATV. Along the way, we gave a lift to over a dozen civilians in the park who were suffering from heat exhaustion. At the end we had to transport two of those civilians all the way out of the park.

While the Sheriff did not use the CAP Highbird during the "real world" scenario (they had already RTBd) they agreed it had performed well, and would be useful in the future.

Lessons learned included:

* We needed to be able to convert UTM to Lat Long, on the fly, back and forth several times and we did not have software to do this readily at hand.
* We needed to overlay the CAP grids onto the Sheriff topo maps (of variable scale) and onto the Park Map for reference.

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Group 2 Gets New Airplane

Maj. Dana Kirsch Ray, CAP

The Jon E. Kramer Composite Squadron 10 received a factory new Cessna 182T Nav III (with a Garmin G1000 glass panel) in late September.

This airplane is used by Civil Air Patrol volunteers to conduct Search and Rescue (SAR) missions, cadet orientation rides, homeland security operations, and is standing by to assist in disaster relief efforts.

The Palo Alto Squadron members have demonstrated a long running commitment to Emergency Services by sustaining a high level of participation in activities in the community, throughout the state and on the national level.

Having this new airplane will greatly improve the Squadron's ability to respond during times of need by providing pilots with modern automation. The G1000 all-glass display provides a wealth of information in a clear, easy to read format, that will improve air-crew efficiency and safety. Critical flight information that on older airplanes was displayed on several analog round "steam" dials is now consolidated on one glass panel. A second screen in front of the copilot provides the crew with additional information, such as a moving map, and nearby terrain information.

The Cessna 182 is prized by crews for its reliability, ease of use and stability for high-endurance, low altitude, slow flight for search and rescue operations. It also has enough power to maneuver in high altitude terrain such as during searches in the Sierra Nevada's. The 182 also makes a good platform for photo reconnaissance, passenger transportation, and performs well in adverse conditions and environments.

The Cessna 182 is powered by a 230-HP piston engine, it cruises at 145 kts (167 MPH) and can operate comfortably at an altitude of 8,000 feet above sea level.

SAREX

Continued . . .

* We need to be able to do these things independently of an internet connection.
* Communication's needs to develop a better method to track teams progress. Status updates from enroute-in area-holding-returning all need to be updated timely and quickly. In this scenario the Communications were performed by a Sheriff member one who did not have access to or training on the IMU. Some other status board needs to be developed.

Overall it went very well, the Sheriff team was pleased with the performance of the CAP ground members and agreed that the integration was smooth. They said they would be interested in training together again, and would remember to call CAP in the future if they need a Highbird.

Fresno Air Patrol taking off again

Group sees membership rise with new home at National Guard Armory.

By Hannah Franklin / The Fresno Bee

Just a few months ago, Fresno's Civil Air Patrol squadron was in a tailspin.

The volunteer unit -- whose duties include search-and-rescue missions, drug reconnaissance and border patrol -- lacked a permanent home. For the past seven years, its members had met wherever they could, in vacant offices and commercial buildings.

The number of volunteers had dwindled to about 20.

But as the summer season kicks into high gear, the half-century-old program is gaining altitude again with an infusion of new volunteers and, organizers say, a fresh sense of mission.

In March, longtime volunteer Robert Steht was appointed squadron commander. And in May the unit moved into Fresno's Army National Guard Armory at the fairgrounds.

The logo of the Civil Air Patrol is displayed on the underside of the unit's Cessna.

"There's a new spirit in the unit," said Alan Ferguson, who commands Civil Air Patrol Group 6, which includes the Fresno unit and others between Merced and Rosamond. The unit now has more than 30 volunteers.

"Our biggest enemy is people not knowing that we exist," said Steht, who began volunteering with the Fresno squadron in 2006 but has been part of the Civil Air Patrol since he was 12. "CAP is the best-kept secret in aviation."

It's no secret among emergency planners, though. Civil Air Patrol units like Fresno's are a vital resource for state search-and-rescue efforts, said Matt Scharper, deputy chief of the Governor's Office of Emergency Services law enforcement branch.

Scharper's office sends out Civil Air Patrol volunteers to identify where ground crews should look for missing aircraft.

"We could not possibly do the job without them," Scharper said.

Civil Air Patrol volunteers participate in drug reconnaissance and border patrol missions several times a year as needed by local, state and federal officials. Those missions vary, but drug reconnaissance often requires volunteers to conduct an aerial search of possible illegal activity and report their findings to officials.

Volunteer Mark Lambie pilots the Fresno Civil Air Patrol Cessna over Fresno.

Last year volunteers helped in efforts to clear more than $225 million of illicit drugs off the streets, national Civil Air Patrol officials said.

Inside the Fresno armory, volunteer Chris Meurer helps out with something else the Civil Air Patrol does -- a cadet program for people ages 12 to 21.

Meurer said the armory gives cadets and senior members access to ample lighting, large classrooms and a great space to run drills. They meet there every Thursday night.

"This is cadet heaven," said Meurer, a flight instructor at Mazzei Flying Service in Fresno.

Each week cadets are instructed on everything from how planes fly to moral leadership and the laws of gravity.

Continued . . .

Civil Air Patrol cadet Cole Patten, 16, listens during a class on leadership.

Fresno Air Patrol

Continued . . .

Cadets also participate in military drill routines.

"It was something that my dad and I could do together," said cadet Cameron Hodges, 16, whose father, Paul, is a Civil Air Patrol volunteer.

Meurer's wife, Stephanie, also volunteers. She said the new location is one of the main reasons volunteer numbers are up.

"We didn't really have somewhere that could accommodate a lot of people," said Stephanie Meurer, an emergency room nurse at Saint Agnes Medical Center. "Now we have a stationary place, and we can really go out and start some recruitment."

The Civil Air Patrol is the civilian auxiliary of the U.S. Air Force. It has more than 55,000 volunteer members nationwide. It handles about 90% of all inland search-and-rescue missions.

The Civil Air Patrol has about 550 aircraft nationwide and about 25 in California. One of them -- a 1979 Cessna 182 -- is in Fresno.

The local unit flies about 200 mission hours a year. Fresno's unit was directly involved in the search for Steven Fossett, the aviator who went missing in Nevada in September. The unit has an ongoing role in counter-drug flights and homeland security missions, officials said.

Hard times began for the Fresno unit about seven years ago, when it was moved from its building at the California Air National Guard near the Fresno Yosemite International Airport amid post-9/11 security concerns. It had been meeting there for more than 20 years, but after the Sept. 11 attacks, heightened security made it difficult for the civilian volunteers to easily walk on and off the campus without a military I.D.

Until May, the group had shuffled among office and commercial buildings. For example, at one point volunteers used a small, two-room office building. That forced cadets to practice drills outside in the parking lot.

Its missions never stopped, though.

Richard Finkelstein, a retired school teacher who joined the Civil Air Patrol in 1982, said volunteering with the squadron is a great way to link his love for aviation with community service.

"We are all civic-minded individuals and want to give back something to our community and our country," he said.

Inside the unit's Cessna during a recent demonstration flight over Fresno, the roar of the propeller, the muffled static of the radio and a cool rush of air from the open cabin windows stifled conversation among three Civil Air Patrol volunteers as the plane rocked back and forth hundreds of feet in the air.

Each volunteer has a specific duty: The pilot steadies the plane, an observer handles radio communications and a scanner keeps a steady eye on the ground. They scour the landscape for telltale signs like broken tree branches or a field scarred by the shreds of an airplane.

"Sometimes it's not very comfortable," said volunteer pilot Mark Lambie, a retired air-traffic control supervisor. "You need a little bit of an iron stomach."

Lambie scanned the ground as he adjusted the volume of the headsets to hear above the noise.

Although aviation is a part of the Civil Air Patrol, volunteers don't have to be pilots.

Paul Hodges, an electrical inspector for the city of Clovis, said that during a search-and-rescue mission, there may be eight airplanes in the air, but 10 or 20 people on the ground searching, refueling airplanes or aiding communication with the air teams.

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Group 6 Aviation Camp sends Calif. members flying high

Cadets compete in rocketry, visit Edwards AFB

1st Lt. Joel L. Mehler
Public Affairs Officer
Edwards Air Force Base Composite
Squadron 84, California Wing

CALIFORNIA—"Come fly with me, let's fly, let's fly away …"

One could almost hear the crooning of Ol' Blue Eyes under the blue skies of the Tehachapi Mountains as they recently set the stage for the 2008 Civil Air Patrol Group 6 Aviation Camp.

Under the leadership of Lt. Col. Carol Schaubschlager of Caliente Composite Squadron 46, camp commander, and Capt. Consuelo O. McCullough, Edwards Air Force Base Composite Squadron 84 commander, more than two dozen cadets and senior members set up residence with tents and campers during the weeklong aviation camp.

Days later, many of the participants were still talking about their many camp experiences --including a Fourth Of July flight aboard an Air Force C-17.

"This week has been absolutely awesome!" exclaimed Cadet Sr. Master Sgt. Andrew Haak of Squadron 84. He was one of 12 cadets who received extensive education and training on the construction and flight dynamics of several engine-powered model rockets.

"The entire experience … riding on board an Air Force aircraft, watching your rockets go hundreds of feet straight up into the sky after spending days building them, the camaraderie with other cadets from other squadrons you are meeting for the first time … it's all been a great camp experience," Haak said,.

The cadets and senior members began the week with a two-day tour of the NASA-Dryden Flight Research Center at Edwards. Each member of the group took a seat inside an F-16 cockpit and experienced simulated flight conditions at the Test Pilot School.

Photo by 1st Lt. Kristina McDonald
Cadets Aaron Haak (left) and Nathaniel Gilbreath of Edwards Air Force Base Composite Squadrom 84 make final launch preparations on their model rockets during the California Wing's Group 6 Aviation Camp.

The week also included a trip to the Air Force Flight Test Center Museum at Edwards, where chapters of Air Force history in the form of various planes and jets were prominently displayed for the visitors to enjoy.

"I think this is a very important day for these cadets," said 1st Lt. Kristina McDonald of Squadron 84, the camp's tactical and testing officer.

"Many of these cadets will go on after high school and college to become Air Force officers, pilots and flight engineers, and I think it is crucial that they know their aviation history long before they choose a career in the Air Force.

"Here, they have golden opportunity to view many of the retired planes and jets that have been such an important part of our nation's air battles," McDonald said, "and they get to hear from the experts themselves about the roles the pilots played in defending our country through the years."

Later in the week, the cadets and senior members took to the classroom for two days of con-

Continued . . .

Group 6

Continued . . .

struction of more than 40 model rockets, classified as Alpha, Patriot and (two-stage) Zenith types.

Then, on a picture-perfect Saturday morning beneath cloudless skies at Tehachapi Municipal Airport --following several hours highlighted by one successful rocket launch after another -- the camp group participated in orientation flights aboard two privately owned planes. Those came courtesy a pair of senior members who volunteered their time to the group, 1st Lts. Pat Bergin and Ken Greer, both from Bakersfield Composite Squadron 121.

Dave Zweigle, the Tehachapi airport's manager, received a Certificate of Appreciation from McCullough and Schaubschlager for his contributions in making the airport runway and airspace available to the CAP camp.

"This is what it is all about," Zweigle told the group. "CAP does so much for the community whenever the need for volunteers goes out here in Tehachapi and across the nation. I think that with everything that Capt. McCullough brings to this particular community and to Civil Air Patrol ... this is the least we in Tehachapi can do for our future Air Force officers, engineers and professional aviators. I'm just proud to have been asked to be as part of all of this."

Zweigle also awarded Squadron 121 the "Manager's Choice" as the cadet camp unit with the most outstanding rocket construction and design.

Individual honors included:

Cadet Airman Joshua Fowler of Squadron 84 -- highest Zenith rocket launch (741 feet).

Cadet Airmen Joshua Fowler of Squadron 84 and Brendan Laughton of Merced County Composite Squadron 147, respectively -- highest Alpha rocket launch (904 feet).

Cadet Sr. Master Sgt. C.J. Bishop of Squadron 84 and Cadet Airman William Ulvevadet of Squadron 147, respectively -- highest Patriot rocket launch (364 feet).

Cadet Airman Brendan Laughton of Squadron 147 -- Honor Cadet, recognized for his dedication, outstanding participation and special efforts. Bishop found the C-17 flight, originating from Edwards, particularly memorable. Observing the busy ground activity and burgeoning crowds that would soon fill the Rose Bowl for the annual Fourth of July annual fireworks extravaganza in Pasadena, he noted, "These guys get the best vantage point for big shows like this. All of that, plus being part of a flight crew on a military aircraft that is so much a part of U.S. history.

"This opportunity is something that our Civil Air Patrol cadets should feel very fortunate and proud of being able to experience."

Fresno Air Patrol

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Hodges recalled one search when the call came at 1 a.m. and he was not released until 4 a.m. Hodges spent the night searching through hangars, helicopters and buildings to find the source of an activated emergency signal.

What do volunteers do after a whole night of searching?

"You go to work," Hodges said. For most volunteers, duties with the Civil Air Patrol do not excuse them from obligations in the workplace.

But, Lambie said, "you know you are doing good for your community. It's meaningful flying. I'm not just boring holes in the sky."

The reporter can be reached at hfranklin@fresnobee.com or (559) 441-6308.

Air Force presents

"Search and Rescue Management Course" for California Wing

1st Lt. Matthew Scherzi
All photos credit 1st Lt. Matthew Scherzi

March Air Reserve Base, California-Thirteen Civil Air Patrol officers and two civilians completed a two day "Search and Rescue Management Course" July 12th and 13th. Mr. Dan Conley, SAR Program Manager for the "Air Force Rescue Coordination Center" (AFRCC) located at Tyndall AFB, Florida, presented the course. Air Force SSgt. Lee Chambers, AFRCC Watch Supervisor, who is also a Mission Observer with the Florida Wing of the Civil Air Patrol, assisted him.

The main objectives of the course were to: (1) summarize the training for the new "Incident Commander"; (2) Provide a review for the experienced "Incident Commander"; and (3) Recognize Search and Rescue mission problem areas.

Some of the subjects on the first day included the "National Search and Rescue Plan" and the "US SAR Network" as well as the operations of the AFFRC. Additional topics covered were SAR Agreements, working relationships with other agencies, and "Understanding The Big Picture". Additional topics were The Incident Command System in the CAP SAR environment as well as the actual mission staffing and mission operations. Rounding out the day were discussions on the Mission Public Affairs operations and use of the Family Liaison Officer.

On day two the class was broken up into four Mission Bases, each under an Incident Commander. Teams were assigned a search for an overdue aircraft. The mission scenario was designed to reinforce the training, not necessarily locate the overdue aircraft. IC's were given a CAP resource list for their Wing, as well as some DOD assets. They were to coordinate with several local, state and Federal agencies, as well as the AFRCC. This all day exercise compressed almost 4 days of mission into about 7 hours.

As the mission progressed, information that an IC might receive during a mission was made available. This included RADAR and NTAP data, ELT signals, results of interviews and other intelligence developed by CAP and other agencies.

By the end of the exercise all the teams had located the objective. A group debrief was held and the CAP officers returned to their home units ready to utilize their training on the next mission,

Continued . . .

Air Force Management Course

Continued . . .

be it a search for an overdue aircraft, disaster response or providing homeland security.

The head of the Civil Air Patrol's over 3,100 members in the State of California, Wing Commander Colonel Kenneth W. Parris, offered his thoughts on the course. "The SAR Management Course is a valuable opportunity for Civil Air Patrol members engaged in Emergency Services activities to interface with representatives of AFRCC and other allied search organizations. This type of training helps our members to maintain Civil Air Patrol's preeminence in the conduct of SAR related activities."

"The AFRCC always welcomes the opportunity to work with and learn from the Civil Air Patrol. The class conducted at March AFB, CA 12-13 July 08 was an excellent example of the relationship between the Air Force and Civil Air Patrol in staying on top of current issues such as the transition from 121.5 to 406 distress beacons as well as new and improved search and rescue techniques. I would like to thank the CA Wing Civil Air Patrol for hosting another outstanding class. Hats off to you all."-Dan Conley, Instructor

"Outstanding opportunity to learn the internal workings of a SAR effort, taught by excellent instructors from the AFRCC. A very good overview for anyone involved in SAR at any level."-Major Roy Knight-Squadron 5

"I found the course extremely valuable and beneficial to overall mission of ES and SAR. This course and its professional instructors validate the Air Force Rescue Coordination Centers commitment to Civil Air Patrol and what we do."-2nd Lt. Rick Rebenstorff Squadron 68

Air Force Rescue Coordination Center- As the United States' inland search and rescue coordinator, the Air Force Rescue Coordination Center serves as the single agency responsible for coordinating on-land federal SAR activities in the 48 contiguous United States, Mexico and Canada. The AFRCC operates 24 hours a day, seven days a week. The center directly ties in to the Federal Aviation Administration's alerting system and the U.S. Mission Control Center. In addition to the Search and Rescue Satellite Aided Tracking information, the AFRCC computer system contains resource files that list federal and state organizations, which can conduct or assist in SAR efforts throughout North America.

Class Roster:
Lt. Col. John Jay
Lt. Col. Lou Kovaks
Lt. Col. James Robertson
Lt. Col. Robert Van Horn
Major Shelby Ericson
Major Roy Knight
Major Scott Swanson
Capt. Saman Senevirante
1st Lt. Don Cook
1st Lt. Richard Lovick
1st Lt. Matthew Scherzi
2nd Lt. Thomas Barbre
2nd Lt. Zane Richard Rebenstorff

Franklin Family *"Trifecta"*

Lt. Col. Charles Wiest, CAP
charleswiest@earthlink.net

The Franklin family, members of Los Angeles Cadet Squadron 138, recently achieved a rare "Trifecta", capturing three categories in Los Angeles Group 1's annual awards. Captain Teresa Franklin was named Group 1 Safety Officer of the Year, C/2nd Lt. Nathaniel Franklin was named Group 1 Cadet Officer of the Year, and C/SSgt. Nicole Franklin was named Group 1 Cadet NCO of the Year. Making the announcement was Captain Jon Stokes, commander of Los Angeles County Group 1.

In making the presentations, Captain Stokes noted that "The Franklins, along with Ricky, represent what Civil Air Patrol is all about." In addition to the three Franklins who are active CAP members, husband and father Ricky Franklin is also a Cadet Sponsor Member, making the Franklin household 100% CAP. C/2nd Lt. Nathaniel Franklin has been a member for just over three years, and currently serves as Cadet Commander. Captain Teresa Franklin, a two-year member, serves as Safety Officer. And C/SSgt. Nicole Franklin, also a member for two years, is assigned as Flight Commander. All three actively participate at the squadron, group and wing levels. Husband Ricky actively supports squadron activities by driving and chaperoning cadets, and frequently cooks for squadron events.

During the awards ceremony, Captain Stokes also named Squadron 138 as the Group 1 Outstanding Cadet Squadron of the Year, citing the squadron's "tradition of excellence by maintaining the highest degree of participation and member development" at all levels of Civil Air Patrol, from local to national and international. This marks an unprecedented 21 times since 1979 that Squadron 138 has garnered this award. During the same period, the squadron has also been named California Wing's Outstanding Cadet Squadron six times, and twice earned a Civil Air Patrol Unit Citation. Accepting the group award on behalf of the assembled squadron members was squadron commander Captain Frank Quinonez. In the 1980s, Captain Quinonez was a cadet member of Squadron 138 when the unit earned some of the earlier awards, and has now come full circle to serve as squadron commander.

The award presentations took place during Squadron 138's recent Awards Night, held annually to recognize members' achievements and their contributions to Squadron 138, Civil Air Patrol and the community. Squadron 138 has met at the Marine Corps Reserve Training Center in Pico Rivera since 1982, and serves the communities of East and Southeast Los Angeles County.

"In the end, formal recognition and awards are nice," concluded Captain Stokes, "but the highest form of satisfaction should come from the pride you feel when you put on that uniform with the knowledge that you are giving all you can back to the community and our great nation. Be proud of what you do and continue to work hard—for all of you are making a difference."

Squadron 138 Thanks USMC for Their Support

Lt. Col. Charles Wiest, CAP

Los Angeles Cadet Squadron 138 recently presented a plaque to Marine Corps Captain Ryan King, Inspector-Instructor for November Battery, 5th Battalion, 14th Marine Regiment, 4th Marine Division. In presenting the plaque, Captain Frank Quinonez, CAP, Squadron 138 commander, expressed his deep appreciation for 26 years of Marine Corps support for Squadron 138 and Civil Air Patrol.

"The United States Marine Corps has been unrelenting in their support of Squadron 138, by not only allowing us to have a place to meet, but by giving us a home since 1982," said Captain Quinonez. "We have rooms that are marked with 'Civil Air Patrol' on the door, our plaques and awards on the wall, and our equipment securely guarded by America's finest."

The presentation took place at the Marine Corps Reserve Training Center in Pico Rivera, during Squadron 138's recent Awards Night, held annually to recognize members' achievements and their contributions to Squadron 138, Civil Air Patrol and the community.

"Without the Marine Corps Reserve Training Center, and the Marines of November Battery, 14th Marine Regiment," continued Captain Quinonez, "we would have been like many other squadrons that are constantly trying to figure out how they are going to make their next rent payment, and whether their leases will be renewed at the end of its current term. Being guests of the Marine Corps, we have never had that worry, and truly feel as though we are part of the Marine Corps family in Southern California."

The support from the Marine Corps allows Squadron 138 the freedom to concentrate on its mission – the Cadet Program - and extensive activities schedule. Since 1979, the squadron has been named the outstanding cadet squadron in their group for an unprecedented 21 times. During the same period, the squadron has also been named California Wing's Outstanding Cadet Squadron six times, and twice earned a Civil Air Patrol Unit Citation.

Since its beginning in 1967, Los Angeles Cadet Squadron 138 has trained hundreds of young men and women in the East and Southeast Los Angeles County area. A number of these cadets, including former cadet Frank Quinonez, have gone on to either enlist or receive commissions in the Marine Corps.

A view of all the aircraft included in the course.

National Check Pilot Standardization Course held for CAP check pilots, pilot examiners in N. Calif.

Oakland course draws record number of aircraft.

August 01, 2008

Capt. Philip J. Blank
Project Officer
National Check Pilot Standardization Course
California Wing

California Wing members listen during a segment of the National Check aPilot Standardization Course.

CALIFORNIA—Civil Air Patrol check pilots and pilot examiners in northern California recently devoted three days to scrutiny of their skills at a National Check Pilot Standardization Course at Oakland International Airport.

The mandatory once-a-year course—which involved a record number of CAP aircraft for northern California -- is intended to certify CAP pilot examiners and ensure that the highest standards are being met. The course also meets all the requirements for renewal of flight instructor certificates for pilot examiners who are also Federal Aviation Administration certified flight instructors.

"This is a very intense course for the participants," said the project officer, Capt. Philip J. Blank of Amelia Earhart Senior Squadron 188. "The students must complete an extensive written exam before attending, and there are three additional exams given during the course itself.

"In addition, on Sunday, the students must complete a rigorous check ride under the supervision of two check pilots. These check rides last for at least two hours and are a complete evaluation of our check pilots skills and abilities," Blank said.

The course was hosted by the Amelia Earhart squadron, which is based at Oakland International Airport, North Field. This marked

Maj. Paul Groff (left) and 1st Lt. Lutz Heinrich, members of the California Wing Amelia Earhart Senior Squadron 188, inspect one of the aircraft flown as part of the National Check Pilot Standardization Course at Oakland International Airport.

the first event the squadron hosted in its new facility at 9465 Earhart Drive, which is provided by the Port of Oakland.

We were thrilled to be able to host this event in our new facility," said Lt. Col. Bob Gelinas, squad ron commander. "We appreciate the support of the Port of Oakland as well as the Business Jet Center who helped us with ensuring that our aircraft were always fully fueled and ready to go."

The event was also attended by retired Air Force Lt. Col. Michael Prusak and retired Air Force Maj's. Rodney Gisi and Keith Raley.

As Civil Air Patrol is its official auxiliary, the Air Force supplies funding for such courses.

"Ensuring that CAP check pilots meet the highest standards of training and safety is our No. 1 priority," Prusak said. "We are very pleased with the facility and the high quality of instruction that was provided."

Maj. Philip J. Blank, project officer for the standardization course, makes a point during his presentation.

Leadership

Another Civil Air Patrol benefit!

The Civil Air Patrol offers young adults across the country challenging opportunities in an awards-based, multi-level program. Leadership training, technical education, and an opportunity to participate in aviation-related activities are just a few of the benefits of CAP membership. Cadets must be 12 - 18 years of age to join. Civil Air Patrol also offers Senior, Chaplain and Aerospace Education memberships.

Get involved in your local unit and see how far you can go!

www.cawg.cap.gov
Click on Unit Locator to find a Squadron
in your area or call
California Wing Headquarters
Telephone: (818) 989-8100

1-800-FLY-2338 **www.cap.gov**

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