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Fall
2006

The Official Magazine of California Wing Civil Air Patrol

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EAGLE EYE

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Below the Clouds**

*Maj. Russell's Fall-Sports-Special
View of Cal Wing*



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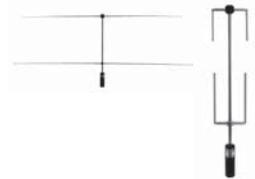
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ON THE COVER: Maj. Charles Russell pilots
the airship Columbia, circa late '80s.



Above the Wing, Below the Clouds

By Capt. Greg Solman, Eagle Call Editor

For South Bay Mission Pilot Charles Russell, Flying the World's Most Famous Airship Made for Some Very Goodyears

SANTA MONICA—Though many of his fellow Civil Air Patrol pilots derogate search-and-rescue missions as “low and slow,” Maj. Charles Russell flies CAP Cessnas for their speed.

For Russell, Deputy Commander and Mission Pilot at South Bay Squadron 129 in Torrance, moving faster than an automobile is a nice change of pace from his usual job, steering

the Goodyear blimp all over the Wing and beyond. “The trick to being a good blimp pilot is you have to be slow,” he says. “You have to think slow, not in a rush. It’s a great ride, very relaxing. Though flying an airship is like a tail-dragger, you can never relax too much.”

That being said, he’s ready with his standard line on blimp safety: “It’s the only aircraft I

know where you lose both engines *and go up.*”

In truth, he says, takeoffs and landings can be tricky. Once on a cross country from Santa Maria to Oakland, turbulence caught the airship’s 2,400 square feet of surface area and kept him in the air for seven hours. “It was scary,” he recalls. “I really had to go to the bathroom.”

Continued on page 11 . . .



LOVE UNLIMITED: Gorgeous Pebble Beach near Monterey.



ROSEY PICTURE: The UCLA Bruins take on the Fightin' Illini.

How a SOW Changed CAP's Now

By Capt. Frank Geraty, Director of Public Affairs

Seasoned Officers Wonder Whether This Shall Be The Winter of Our Discontent or the Start of a Spring Renewal

VAN NUYS—Rumbles of discord from long time members cry out for answers. "This is not the Civil Air Patrol I joined years ago," they say. "Things are getting too complicated." "What happened to the organization I remember that just did the job," comes the clamor, "where the only uniform I owned was a flight suit? Can someone tell me what the heck happened to *that* CAP?"



SEAL OF DISAPPROVAL:
Incoming CAP crest eliminates reference to the USAF Auxiliary of the past.

I was a part of that CAP a few years back myself, before work took me out of state. Eventually I was transferred back to California. It was just before 9/11. When the national tragedy happened I



TAIL OF TWO CAPs: *Because of changes in our tasking, Civil Air Patrol must fly without showing its Auxiliary colors.*

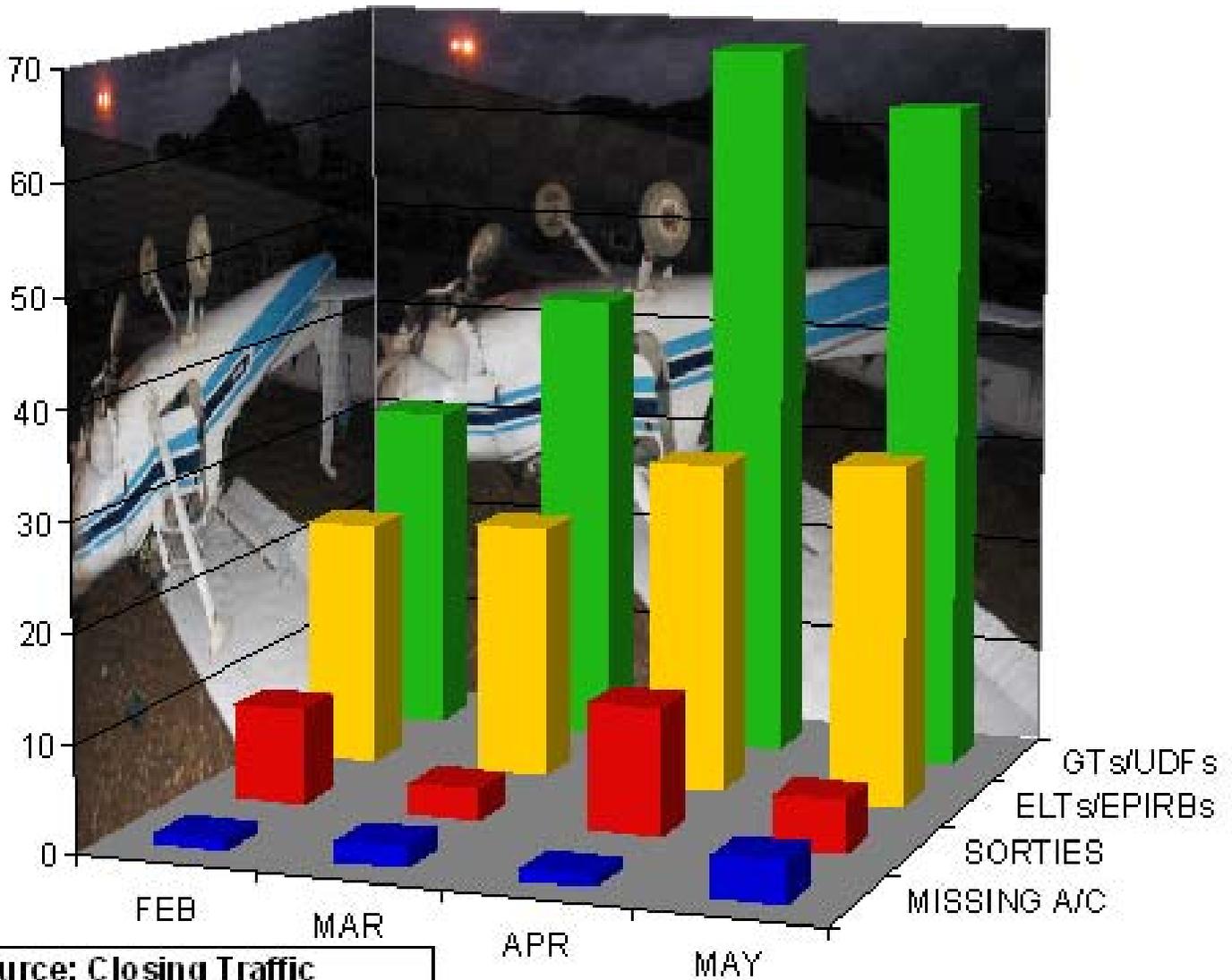
felt obligated to return to do my part, however small. I was surprised to find that CAP had become a very new organization with a similar name and with outwardly the same missions. I started asking questions of our top-level brass.

Here's some of what I found. The first shoe of the new era dropped in 1999 when the USAF and the corporation named the Civil Air Patrol (Inc.) got together and decided to create, for the first time, a watershed document that has been associated into the corporate constitution and bylaws. It

Continued on page 27 . . .



REDCAP IN REVIEW



DEBRIEFING: As the song goes, “It Might as Well Be Spring” from February through May, as the period contained inclement missions, extraordinarily taxing trials, and feverish periods of activities, particularly around the President’s visit to California, with possibly some very low AWAC sweeps in

advance even detecting a long-ago junked-airplane emergency-locator transmitter (ELT) the satellites hadn’t heard.

February: The month ended with one of the most unusual alerts when two 14-year-old boys, bored up at Big Bear, “borrowed” their dad’s Mooney

for a joy ride. The only problem, apart from the obvious, follows: “The two occupants were not pilots,” reports Incident Commander Capt. Bob Keilholtz. “After the father witnessed their unauthorized departure and their near inability to control the aircraft,

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Commander's Comments

By Colonel Virginia Nelson



Rampant Rash

Taxi Accidents Can Be Avoided

Civil Air Patrol's flight safety record is historically better than general aviation's. But while California Wing's pilots continue to do a good job of safely flying our planes there has been an unfortunate increase in aircraft accidents while they are being moved on the ground.

Some pilots—hopefully none of ours—argue that taxiing is only an incidental activity, a necessary chore prior to flight, when the real skill applies. I disagree. There needs to be equal situational awareness in the taxi phase and the flight portion. I think you'll agree that there are a lot more things to hit with your aircraft on the ground than in the air. While airborne, you could hit a bird, or heaven forbid, another aircraft. On the ground you could hit a bird, or heaven forbid, another aircraft. Or a pole, a hangar, a car, a sign, or a light on the taxiway. The possibilities are endless: I remember a CAP plane that once struck a Porta-potty.

Are you trying to accomplish preflight tasks while

taxiing? Adjusting radios, programming the GPS, checking your charts, calling for clearance, adjusting your mixture? The list goes on. These distractions keep you from having your eyes where they belong, outside the cockpit.

Once the flight is over and the engine is off planes still need to be moved. Even with years of experience using a tow bar it can be a challenge. The ground may not be level. You may be tired from a long flight. It could be dark. Crew resource management techniques should be as routine on the ground as in the air. The aircrew should help keep an eye on the wings and tail during movement and push as directed by the pilot.

Nationally, CAP has suffered six recent aircraft accidents that occurred when moving them in or out of hangars. These are preventable accidents that generally come with large price tags. Squadrons with hangars need to develop SOPs regarding how to hangar their plane, place them in their aircraft binders, and walk through



Col. Virginia Nelson
Commander, California Wing

the procedures with new pilots. Make sure observers and scanners understand also.

CAP is self-insured for airframe damage. So every dollar we spend on fixing hangar rash (over \$54,000 so far this year, and not all the bills are in yet) could be purchasing upgraded avionics and other equipment. I think you will agree that the money should be used to improve our fleet instead of fixing damage. We all need to exercise care and diligence when we move aircraft on the ground.

You've heard the expression that the job isn't over until the paperwork is done; likewise, it isn't a successful flight until the plane is parked in good condition.

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First WMU. Then MIMS. Why WMIRS?

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

With the Introduction of the Web Mission Information Reporting System, CAP Is Being Watched From Above—and Must Rise to the Occasion

In the post 9/11 era, the Civil Air Patrol has been thrust into changes the likes of which a lot of “old timers” are having a difficult time adjusting to, much less accepting. “This is not the CAP I joined years ago” has become a common refrain.

Well, we’re in for another seismic shift. But rather than simply tell you that we are obliged to adjust because we’ve been told to do so by CAP and CAP-USAF Command, I’d like to offer some insight.

First, why the big changes? In truth there are multiple reasons, but U.S. Northern Command (NORTHCOM) requirements were the driving factor. NORTHCOM has the mission of providing military assistance to civil authorities during contingencies (such as natural disasters like Hurricane Katrina) and arose from the need for a single commander to provide air assets (such as CAP) when needed. The 1st Air Force Commander (1AF/CC), Maj. Gen. Scott Mayes, was selected and given the additional title of Air Component Commander.

CAP now has a greater level of exposure to senior Department of Defense (DoD) leaders than at any time in its history because CAP’s missions are highly visible

to NORTHCOM and the 1AF/CC via the Web Mission Information Reporting System (WMIRS). This has already resulted in the DoD tasking CAP with a wider variety of missions than ever before. For example: Hyper-Spectral Imaging (ARCHER) missions are tasked through WMIRS as well as Western Air Defense Sector (WADS) missions where the USAF asks CAP to act as intercept targets for F-16s.

“ . . . a two-star General has daily visibility of everything CAP does, right on his desktop computer, all by the magic of WMIRS. ”

From the various wings input into WMIRS, CAP’s National Operations Center (NOC) provides mission requests in USAF’s Air Tasking Order (ATO) twice a week for the approval of 1AF/CC. In addition, a situation report (SITREP) is submitted each day on the result of CAP missions;



the Wing-reported data from WMIRS is used to generate these reports. With its ability to streamline training missions, generate CAP Form 108s, and eliminate the CAP Form 10, WMIRS takes the Civil Air Patrol several steps closer to a truly paperless system.

But don’t miss the point, folks: That’s a *two-star General* that has daily visibility of everything CAP does, right on his desktop computer, all by the magic of WMIRS.

The importance of WMIRS cannot be overstated. CAP has proven itself many times, but if it is going to continue to be a viable asset in the war against terror, natural disasters, and search-and-rescue missions, it must put its arms around WMIRS. Change, particularly the technological variety, can be frightening. But it’s exciting and rewarding at the same time. Each of you can take the on-line WMIRS course that the Wing has online. Become the expert in your squadron and help take CAP into the 21st century.

Members with further questions about WMIRS, or to request a one-on-one tutorial, are invited to contact Col. Prusak at (916) 564-1605 or via email at prusakmi@earthlink.net.



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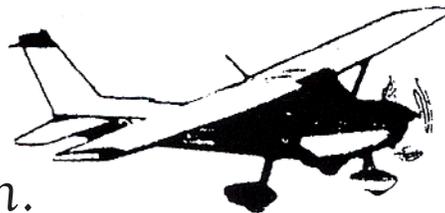
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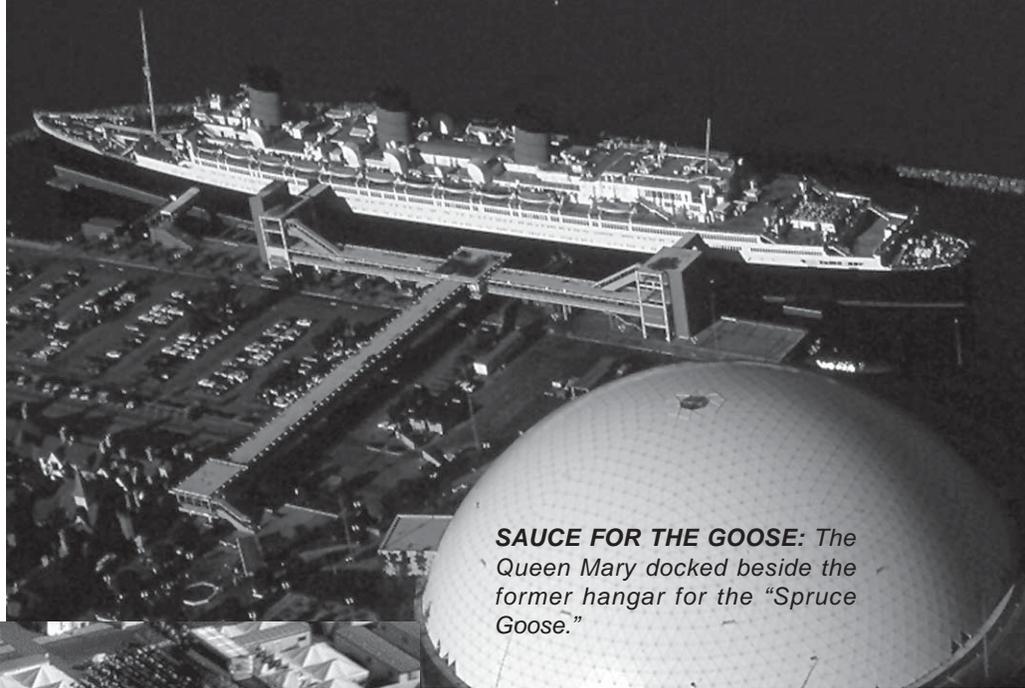
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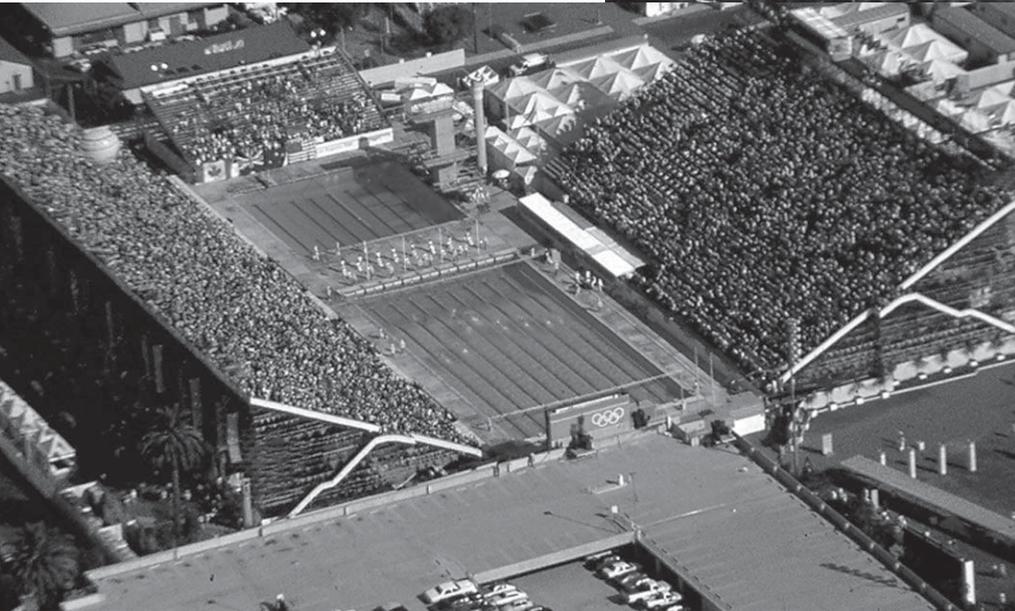
Above the Wing, Below the Clouds

Continued from page 3 . . .

Modern blimps have global-positioning systems and moving maps. Back in the day—Maj. Russell celebrated his 25th anniversary of flying blimps last year—he would watch the



SAUCE FOR THE GOOSE: *The Queen Mary docked beside the former hangar for the "Spruce Goose."*



OLYMPIAN VIEWS: *The '84 games in Los Angeles. The blimp traveled almost as fast as the swimmers.*

BELOW: *Smoggy day in L.A.*





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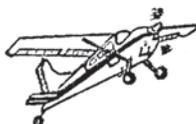


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shadow of the blimp on the ground to determine the airspeed. Outfitted with two 210 horsepower Continental IL 360D engines, the blimp likes cruising at 30 miles per hour, with a top speed of 50 MPH, he says. A wheel substitutes for a stick to move the elevators. Pedals work the rudders. "It handles more like a submarine than a plane," he laughs.

Maj. Russell knows the sky better than the sea, however. He started flying at 22-years old in 1968, two years after he joined the Air Force as a civil engineer

Continued . . .



ANCIENT SMOG ALERT: Los Angeles downtown, minus Crocker Tower, Bonaventure, other landmarks.

WAR GAMES: Russell would simulate slow motion dive-bombing runs at the fantail, U.S. Naval Shipyard, Long Beach.





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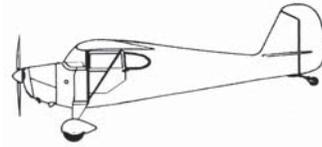
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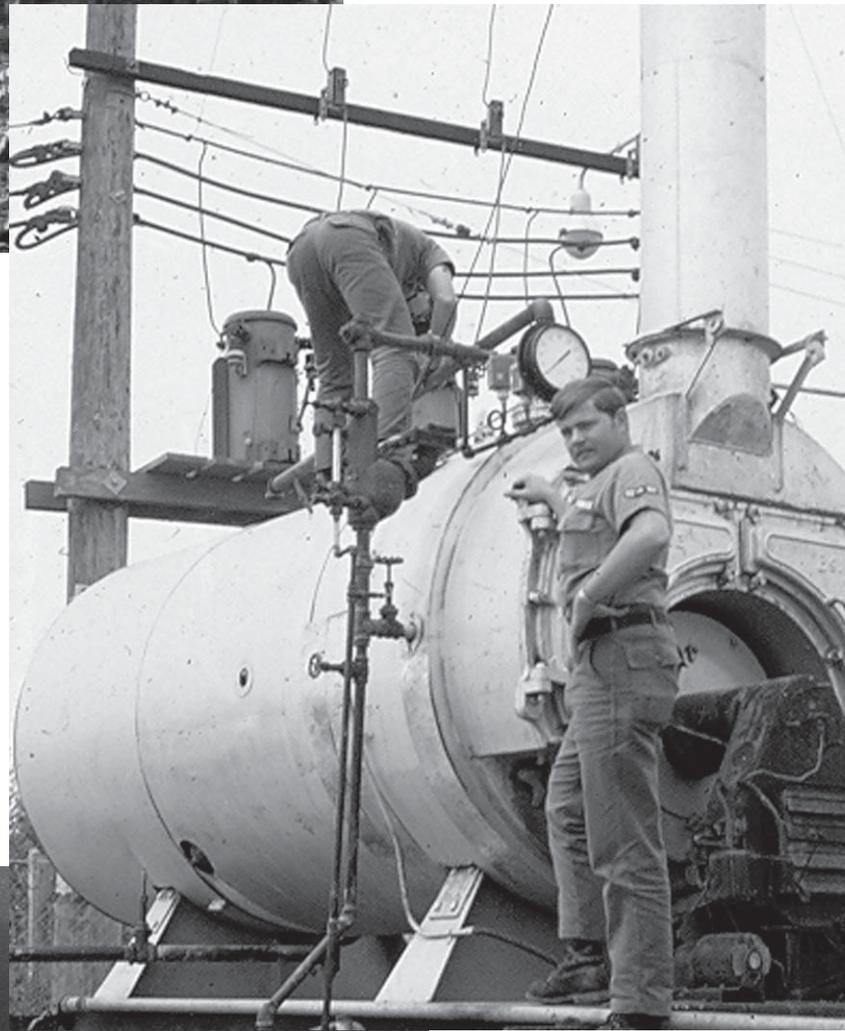
ON LITTLE CAT FEET: San Francisco's waterfront and Sunset districts, in for the usual fog layer.



Above the Wing, Below the Clouds

who worked on boilers and heating systems. He also cultivated a tan during tough duty on beaches and at poolsides teaching ocean survival. The Air Force would eventually take him to North Korea, Willis AFB in Libya, Africa ("I was kicked out by Kahdafi," he says), and March ARB. He started flying airships after working for Goodyear on the ground starting in 1974, when he was a part-timer at Northrup University in Los Angeles instructing those seeking airframe/powerplant licenses. He worked as a mechanic for Schaefer's Air Ambulance and became a flight

Continued . . .



BOILERMAKER:
Above: Young Charles Russell, as an Airman 1st Class, doing exotic work for the Air Force.



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instructor and charter pilot for Eagle Aviation in Long Beach, but found it was too boom-or-bust. He returned to being a

mechanic.

“I started flying for Goodyear in 1977,” he said. “I was just looking for a flying job.”

He became an official pilot of the Goodyear blimp in 1980, and since then has logged 350 to 400 hours a year. Highlights include

Continued . . .

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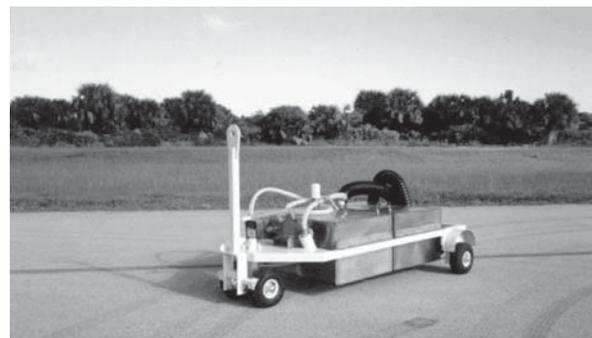


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appearances in *Black Sunday* and the original *Gone in 60 Seconds* (billed as Guy Flying Blimp, no doubt); covering the 1984 Olympics in Los Angeles; being in San Francisco for the 1989 World Series, only to cover the devastating earthquake; and flying then-retired President Ronald Reagan and astronaut Sally Ride up for their first rides. Every December, it would seem, Maj. Russell could look down on California, with gossamer memories, lighter than air, and wistfully hum, "It was a very Goodyear."



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MAYbe—or MAYbe Not

By Capt. Allen R. Lord, Travis Composite Squadron 22

A Diamond in the Rough? Our Tech Team Tests the MAY1000 Antenna

Introduction: During field tests in the Gorman area, I found the Diamond MAY 1000 antenna to be useful. But while its compact size makes it an attractive alternative to larger designs, I found the antenna to need careful handling. I managed to break an element during routine testing. And compared to the three-element Yagi design previously published [see Eagle Call, Winter 2005], this design didn't perform as well as the PVC pipe & measuring tape design. Whereas the adjustable feature is perfect for the repeater hunter, for ELT-based missions my recommendation remains a perfectly tuned, fixed, three-element antenna.—Capt. Sam Seneviratne, Technical & Scientific Editor



READY FOR ACTION: The MAY1000, field-ready.

Continued . . .



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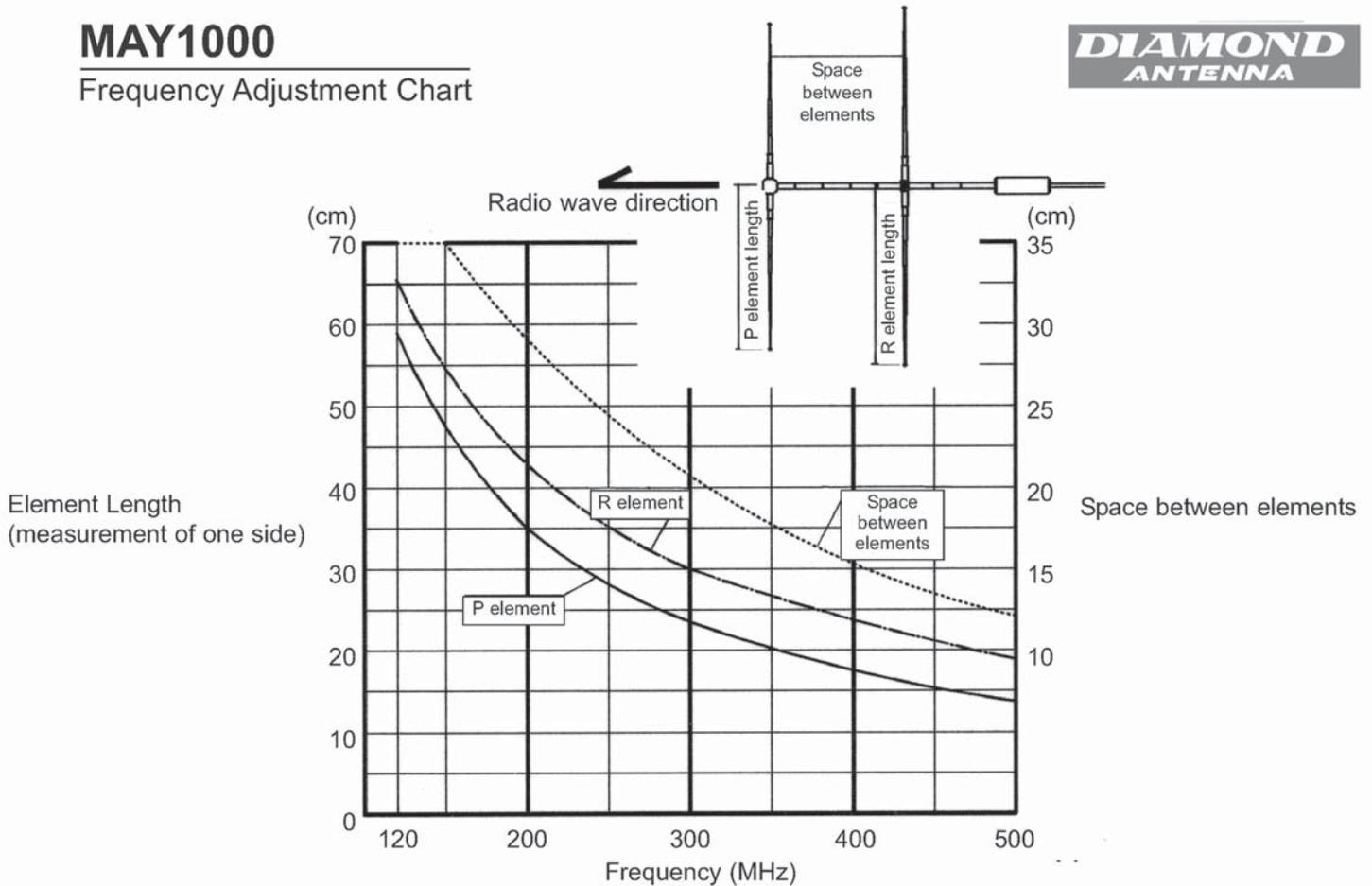
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*MAYbe—or MAYbe Not***MAY1000**

Frequency Adjustment Chart



SWEET SPOT: Diamond's chart shows how the element spacing changes the sensitivity.

TRAVIS AFB—No one really manufactures a portable handheld antenna designed specifically for receiving emergency-locator transmissions. Home builders of antennae for search-and-rescue missions usually stick to a tape-measure Yagi design which, though functional, is something of a kludge, unprofessional looking in the field, and varies widely in performance characteristics.

For those reasons, I was happy to see that San Marcos, Calif.-based Diamond Antenna

had produced a portable folding antenna, the MAY1000, that is adjustable to be used over a wide range of frequencies. They accomplished this by having telescoping whip antennae on a sliding adjustment point mounted on a boom. Diamond's design positions the front element as the driven element and the rear element as the reflector. An included adjustment chart and a metric tape measure help the antenna perform optimally by allowing what is essentially a

two-element Yagi antenna to be field-tuned over a range of about 120 MHz to 500 MHz. The telescoping antenna elements lock in to place when opened with spring ferrules. Folded, the antenna is a very manageable size, and resembles a martial arts weapon (though you might want to be careful about who you point it at)!

The antenna can be used for transmission (or up to ten watts) or for reception,

Continued . . .



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allowing you to use it with your hand-held radio to hit the repeaters in marginal areas, or with your direction finding receiver or scanner to detect ELT signals at far longer ranges than an Adcock antenna, Doppler or other switched-array antennae designs. The manufacturer claims a gain of 4.5 to 6 dB, depending upon the frequency. For comparison purposes, a 3dB gain increase would double your range, compared to a simple quarter-wave (rubber duck) whip antenna.

I tested the MAY1000 antenna using a 1mW signal source tuned to 121.5 MHz at a range of 200 feet, using my Altoids receiver [see “Breathtaking Ingenuity,” *Eagle Call*, Spring 2005, P. 17.] When pointing the antenna at the transmission source, I noted a gain of one or two S-Meter points (or bars on the bargraph) and could hear a distinct improvement in the quality of the received tone (a very important test in radio direction finding). Although my tests were not exhaustive, this indicates to me that the MAY1000 will have some potential for use in the field.



READY TO PACK: *The MAY1000, folded.*

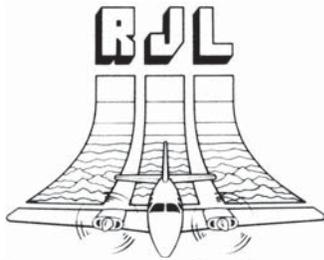
**TUNE UP:****Adjusting Telescopic Elements**

SANTA MONICA—The length of a driven antenna element resonant at a specific frequency can be determined by applying energy at that frequency to the element and adjusting the element length for a minimum standing-wave ratio (the ratio of transmitted-to-reflected power).

When the element length at resonance has been determined, ground teams and UDFs using such equipment should prepare to reset the elements to resonant length subsequent to collapsing and telescoping for transportation. Some users suggest applying marks to the inner telescoping part with dye or paint. Such marks tend to be obliterated by friction from contact with the adjacent outer telescoping part—not to mention they could be difficult to see under the typically poor lighting conditions of night missions.

Another means to that end is to provide a gauge of appropriate length(s) for re-setting the elements in the field. A slender wooden dowel, fastened for transport to the antenna boom, will serve this purpose. A similar gauge can be used to adjust antenna elements other than the driven element.—**SM W. Burns**

William Burns is a trained engineer and a member of Clover Field Composite Squadron 51.



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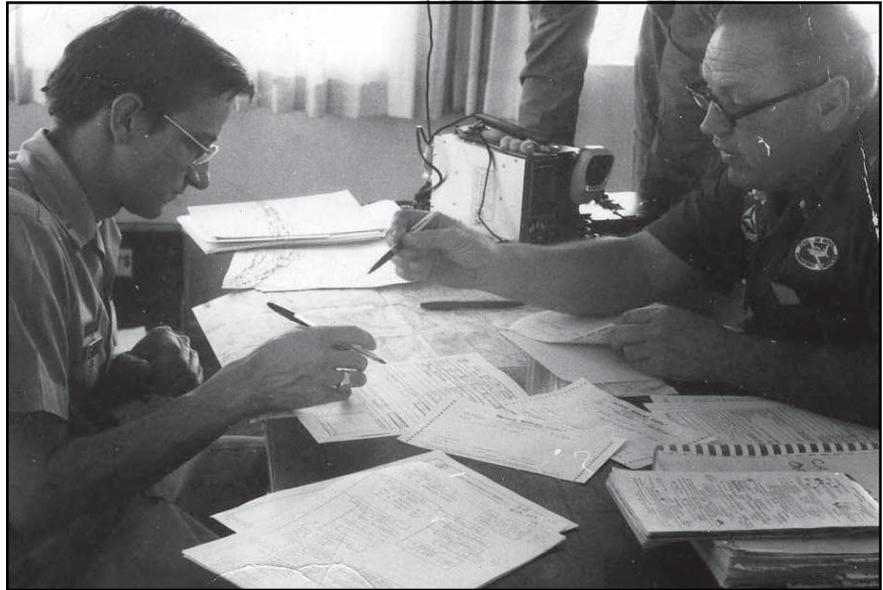
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is a formal Statement of Work (SOW) between CAP and the USAF. It was the first time ever that this relationship had been codified, and truthfully, has been the subject of interpretation and review ever since—hence many of the “changes.”

Sometimes change means confusion. The two organizations have suffered predictably. A formal “change management” process began early 2005 to address these issues, and is ongoing. CAP Legal officers, including our own California Wing legal officer, members of Congress, and USAF participants are actively involved in this SOW review process. It continues today.

Some characteristics of the earlier Civil Air Patrol persevere. It is still an independent organization, existing as a separate entity, longer than the Air Force itself. CAP receives funding largely from the USAF in support of our primary missions of emergency services, aerospace education and cadet programs. CAP serves other organizations that are neither funded nor a part of the Air Force nor included in the SOW. When executing those non-USAF missions CAP is not allowed to represent itself or its membership as the auxiliary of the USAF but rather as simply officers of the Civil Air Patrol.

The most visible result of today's interpretation of the SOW is the removal of the USAF AUX markings on CAP seals and our corporate aircraft, some of which had only recently been added. That raises a natural question: Are we the official auxiliary of the U.S. Air Force or not? The



BLACK AND WHITE: A CAP mission base in the late '70s.

answer won't be to everyone's liking: “Only when actively performing missions that are requested specifically by the USAF.” That distinction is drawing a lot of attention.

A new functional system, when CAP works under the SOW as the auxiliary of the Air Force, is the active mission management tool WMIRS (see Col. Prusak's column in this issue). It is such a powerful communication and coordination tool, a new standard mission procedure, that it enables us to perform a far greater range of USAF AUX mission services on a coordinated local, regional, and nation wide basis. WMIRS-documented missions are perfect examples of where CAP puts on its Auxiliary “head cover” while performing its USAF AUX role.

Our new operation security (OPSEC) requirements relates to the USAF-AUX jobs alone. In fact, it has no application to CAP's other roles, except insofar as other agencies that may be on a

need-to-know basis, per OPSEC. Those relationships are spelled out in separate Memorandums of Understandings (MOUs) between California OES, the Red Cross, and other organizations and the Civil Air Patrol (Inc.). They receive CAP services (*not USAF Auxiliary*), for which there are separate, non-USAF funding sources. MOUs fill out CAP's other corporate service roles and responsibilities from time to time and are what distinguishes the name under which we operate and the wide variety of services CAP performs.

So like much of the technology CAP uses, CAP has changed, too. One thing has remained constant: Change. The CAP story is not complete. CAP will continue to evolve, and I trust it will do so for the better. Aspects of CAP can be likened to phrases like “This is not your father's Oldsmobile....” And, personally, I think that it shouldn't be either.



Airplanes Go Ballistic

By Capt. Chris R. Storey, Associate Editor, Eagle Call

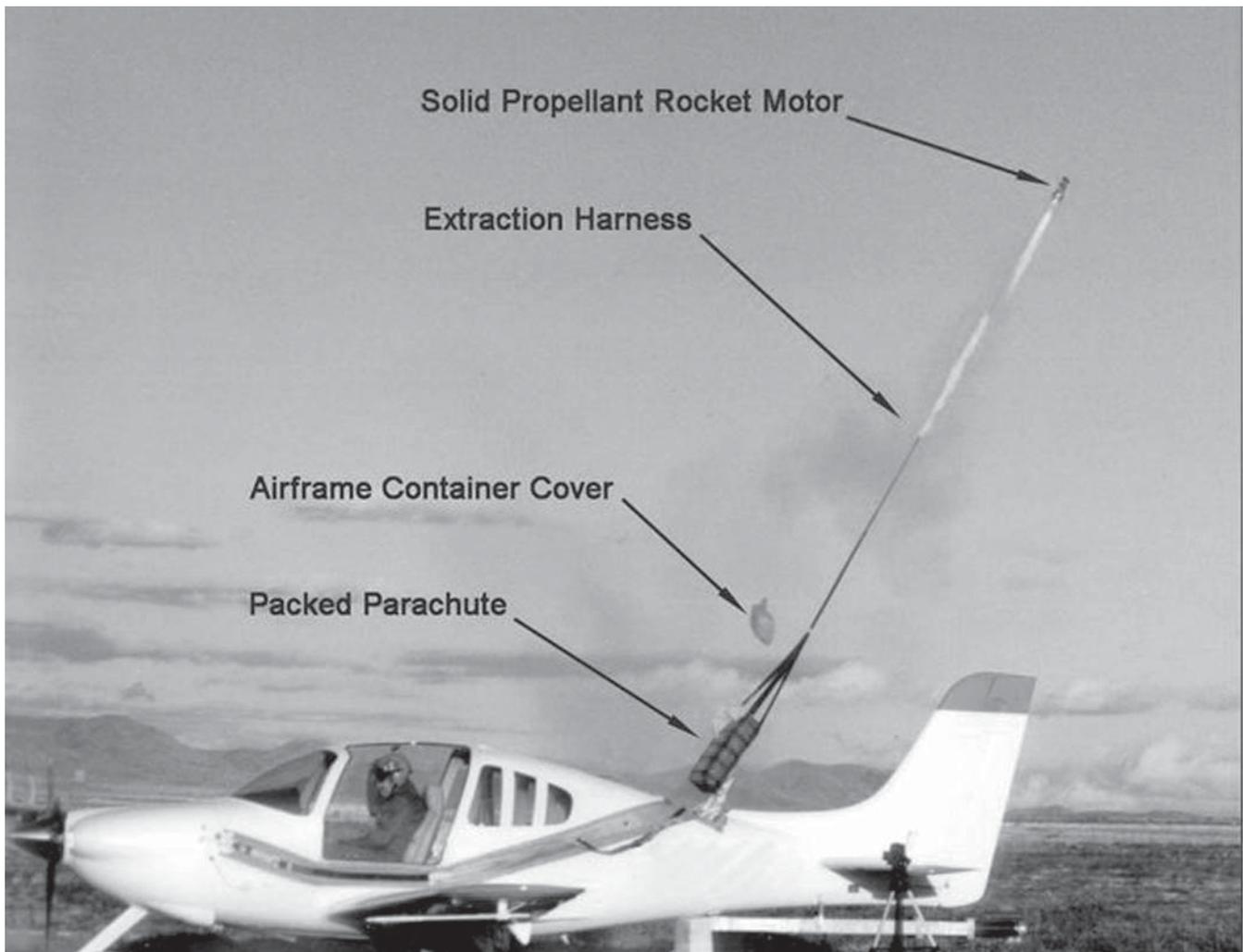
The Growing Prevalence of Rocket-Propelled Parachutes Pose Potential Hazards to Ground Teams. Advice on What—And What Not—to Do.

FULLERTON—Civil Air Patrol ground teams and urban direction finders are altogether more likely to offer assistance at a traffic collision than encounter an airplane crash. Still, once they're on the trail of an emergency locator

transmitter (ELT) or chasing down a last-known position (LKP), emergency services teams don't know if they will find an inadvertently activated distress beacon or the wreckage of an airplane. CAP trains them to treat

every incident as life threatening.

Like the traffic collision, plane crash sites have similar obvious and sometimes hidden dangers (see "Yellow Lights on Electric Avenue," *Eagle Call*, Spring 2006). One potential

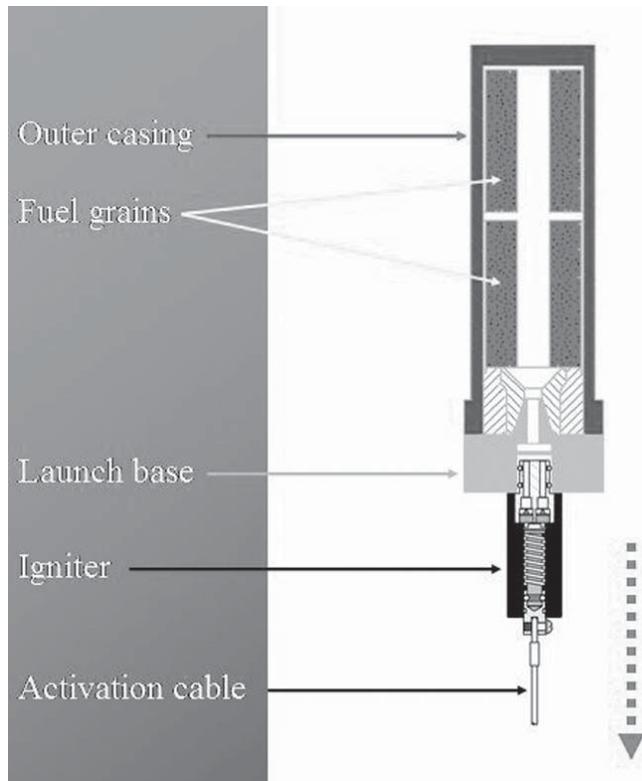


hidden hazard is a crashed aircraft outfitted with a live rocket-deployed emergency parachute system. Ironically, though designed to save lives, these ballistic parachutes have the potential to cause injury or death to the unsuspecting rescuer.

Ballistic parachutes are designed to do one thing: Get a light plane safely on the ground in the event of pilot incapacitation; mid-air collision; structural or control failure; or engine failure at night over rough terrain or over water. They are intended for use when all other options for a safe landing are exhausted. The leading manufacturer of ballistic parachute systems, Ballistic Recovery Systems (BRS), St. Paul, Minn., claims to have saved 188 lives since 1981.

When the pilot pulls an emergency release handle, a 55-foot diameter parachute deploys with the aid of a solid-fuel rocket motor from a specially designed canister attached to the airframe. The parachute allows the plane to descend in a flight-level attitude and cushions the landing impact. Parachute deployment is extremely fast and, under ideal circumstances can potentially save the aircraft when deployed as low as 300 to 500 feet.

BRS systems come factory standard on the Cirrus Design Corporation's SR22 and SR20, and can be added as an aftermarket item on ultralights and other home-built aircraft. They are FAA certified for installation on the Cessna models 150, 152, 172, and 182. The newest generation of Light Sport Aircraft such as the Flight Design model CT, and sport aircraft from Symphony



EXPLOSIVE DIAGRAM: BRS's life-saving rocket design.

Aircraft, can likewise be upgraded or retrofitted. The company says that worldwide, 20,000 systems now fly on various general aviation aircraft. As the popularity of sport aviation increases, more aircraft manufacturers will enter this growing market. That means CAP teams are likely to see more and more aircraft equipped with ballistic parachutes.

At the scene of an accident, one can't count on the victims to be in a position to warn you that the aircraft is equipped with a ballistic parachute, but if they're lucid, ask them. Even if the passengers escape injury, the damaged aircraft with an unfired rocket intact still poses a threat to emergency responders. So prepare to recognize some of the components in the wreckage, or even identify the BRS parachute logo on the aircraft. Remember, the Cir-

rus SR22 and SR20s are *all* parachute equipped: You just have to recognize the distinctive profile.

Ballistic parachute systems are installed in various locations according to aircraft design. On ultralights, the parachute canister and rocket motor are typically mounted on the underside of the open frame. On Cirrus airplanes, they are invariably installed in the stowage area, just behind the baggage compartment (a warning is posted on the fuselage—but don't count on it being readable under a number of conceivable accident conditions, or even at night). On Cessnas, the parachute canister is in the left rear baggage area as viewed from the front. The rocket motor is further outboard and to the left, just under the rear window. On most installations, plastic or fiberglass covers protect the components and hide them from

Continued . . .



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view. When fired, the rocket and parachute will blast up and out of the rear window.

Once identified and located, implement procedures to keep yourself and others safe at the crash site. Look for the likely direction the rocket motor would deploy if activated. Remember, on most installations it will launch up from the baggage compartment area. Ultralights or other aircraft may be different.

Clear a 90-degree area extending a minimum of 100 feet away in that direction. Remember, the aircraft might be lying on its side, upside down on the ground or in the trees, or leaning against trees or boulders. Under no circumstances should rescue personnel place themselves, or

any part of their body, within that 90-degree field. If you suspect a crashed aircraft is equipped with a ballistic parachute, do not put your head over the rear window to look.

These things are lethal weapons: When ignited, the rocket generates roughly 225 pounds of thrust over a 1.2-second burn time, accelerating to over 100 mph in less than one tenth of a second. These powerful rockets, only 1 ½ to 2 inches in diameter and 8 to 10 inches long, drag a 55-pound parachute with them. If you are in the path of the rocket motor when it fires, you can be critically injured.

One dangerous situation to first responders occurs when the aircraft crashes and the ballistic

parachute has *not* deployed. Look for sign of deployment: the parachute, harness, or lines still attached to the aircraft; or the rear window broken out and scorch marks on the parachute harness straps. If the parachute has deployed, there remains no hazard posed by the rocket motor.

The rocket motor burns a solid propellant derived from a military formulation and is very resistant to accidental activation. BRS even claims that rocket motors exposed to post-impact fires are unlikely to launch, though the rocket may burst in the fire. Some agencies conservatively leave removal and disposal of unfired rocket motors to local police bomb squads.

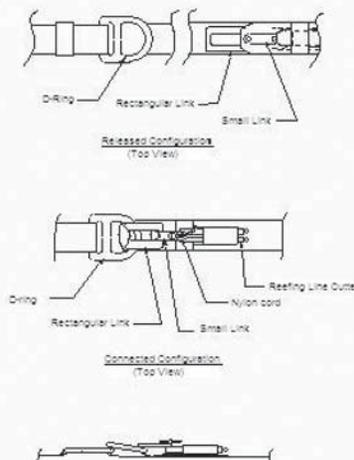
Local fire, police, or sheriff's department personnel, who often aid CAP members in the field, may not have heard of ballistic parachutes and will rely upon your expertise to inform them. If you are first on-scene and even alert others to the existence of the danger, then you have done your job. While it is true that ballistic parachute systems can be disarmed with proper tools and training, that task should be absolutely, without exception, left to experts. Advise others on-scene to contact BRS, St. Paul, Minn., at (651) 457-7491 during business hours (Central), or (763) 226-6110 after hours. ELT teams are advised to keep these numbers in your packed phone list. Additional safety information for first responders is available at the manufacturer's web site at www.brsparachutes.com.

Mind you, the rocket motor is
Continued on page 39 . . .

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PARA-SHOOT: Ground teams should clear the area of likely accidental deployment.



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REDCAP in Review*Continued from page 5 . . .*

he notified the FAA. The FAA then contacted the AFRCC and a mission was opened based on the probability of the aircraft crashing due to the pilot's inexperience." Capt. Keilholtz launched crews from Group 1 and 7. Joe Orchard and Bill Hartmann, veteran officers at Big Bear Valley Composite Squadron 6750, provided the intelligence that the aircraft had taken off with only a quarter tank, limiting the search circumference after RADAR tracking failed. National Park Police from the Joshua Tree National Monument found the crashed airplane—and more important, two injured survivors—after the boys tried an emergency landing ten miles north of the park.

March: The infamous Banning Pass (see "Dark Passages," *Eagle Call*, Spring 2006), took two more lives with a Cessna Caravan traveling from Wichita to Van Nuys crashed in mixed rain and snow. Patrick Jones assisted San Bernardino County sheriffs. Classify 16-19 as a CAP version of March Madness, sports fans: IC Keilholtz reported that "a total of 14 sites were handled under one mission number. One ELT may have caused many of the spinoffs since it had been in transit in a shipping container." Signals were all over the Wing map, from a crashed Cessna 172 that had moved

into storage in Compton to a Super Drifter in Corona to a Hughes 500 in Long Beach. Capt. Keilholtz said the Wing "utilized three aircraft, 23 personnel, 37 man days, [and] dispatched 20 UDF teams for four finds."

April: In advance of the President's visit in late April, ELTs and EPIRBs started singing first in the north then in the south, where there were two on the 20th (Santa Barbara, Firebaugh Airport); three on the 21st (Corona); one on the 22nd (Palm Springs); three on the 23rd (San Diego, Los Alamitos, Crystal Airport); one on the 24th (Newport Beach), then finally a Palm Springs RF signal with "direct interference with the presidential visit," reports IC Lt. Shane Terpstra. Coincidence?

May: Always on duty (probably because the overtime pay is so tantalizing) a member just happened to notice a distress beacon at John Wayne Airport in the O.C. and passed it along to the Air Force Rescue Coordination Center. John Hill, Keith Jackson, and Rich Lovick later turned it off. A Bell 206 flying Redlands to Santa Ysabel dropped off RADAR and a witness saw a plume of smoke: That brought out four state agencies and CAP, only to discover that the pilot hadn't closed out the flight plan and was safe at Redlands. The smoke as

"unfounded and unrelated" said IC Keilholtz.

Digress Finds: Lts. Juan Fernandez and Jenny Burnett traced an ELT signal at Whiteman Airport, location of Group 1 HQ in Pacoima, to one of our aircraft, annoying a few members, not to mention the DF team. All aboard and ready to sail: In March, Capt. Sam Seneviratne, 1st Lt. Bob Noble, and senior member William L. Burns, all from Clover Field Composite Squadron 51, Santa Monica, launched on what they thought was a ELT mission, and ended up with a nice cruise, courtesy of the L.A. County Sheriff/Harbor Master's boat to board the "Southern Comfort 3" Hunter 410 and shut off the EPIRB. And, finally, Bob Keilholtz and Capt. Jon Stokes secured 16 ELTs at the Aircraft Spruce in Corona, and IC Keilholtz, Maj. David Boehm and Lt. Shane Terpstra awarded the two-man team 16 non-distress Finds (how many clasps is that?). Supplying the sometimes sarcastic Capt. Keilholtz with an endless supply of ammunition to throw against meandering ground teams and UDFs, IC Lt. Shane Terpstra reports (scout's honor) that Boy Scout Troop 677 silenced an ELT near San Diego in February. Thanks, boys. You'll get yours when you join us later. **Source of all above:** Closing traffic. Classified mission sorties not included, per OPSEC.—**Capt. Greg Solman** 



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Police Power-less?

By Capt. Allen R. Lord, Travis Composite Squadron 22

Seeing Our Mission Fall from 'Bombs Away' to 'Hands Off,' One Wing Officer Asking if Posse Comitatus Really Constrains CAP

TRAVIS AFB—A number of years ago, I attended a Civil Air Patrol activity during which a cadet observed what he believed to be an auto burglary in progress. The cadet broadcast over a CAP radio that he had seen a man breaking in to a car and running away. The cadet stated that he could see the man from his vantage point and requested assistance in notifying the police.

At that point, a CAP “old timer” jumped on the radio and *ordered* the cadet to walk away. He stated over the air, and in later defense of his actions, that *posse comitatus* law prevented CAP from becoming involved in any police activity.

Notwithstanding the wisdom of that advisory and the age of the particular cadet, it became abundantly clear that *posse comitatus* and how CAP should operate under that law is not well understood by CAP members.

First, a disclaimer: I am not a lawyer. I am a licensed private investigator and a security consultant. The following should be regarded as commentary based on my interpretations of the law.

Originating in early 15th century English law, *posse comitatus* (from the Latin for “power of the county”) referred to the authority of the county sheriff to summon any able-bodied male over the age of fifteen to assist him in keeping the peace or to pursue and arrest a felon. Though the American roots

date to the Revolution, it survives to this day, for instance, codified in California Penal Code 150:

Every able-bodied person above 18 years of age who neglects or refuses to join the *posse comitatus* or power of the county, by neglecting or refusing to aid and assist in taking or arresting any person against whom there may be issued any process, or by neglecting to aid and assist in retaking any person who, after being arrested or confined, may have escaped from arrest or imprisonment, or by neglecting or refusing to aid and assist in preventing any breach of the peace, or the commission of any criminal offense, being thereto lawfully required by any uniformed peace officer, or by any peace officer described in Section 830.1, subdivision (a), (b), (c), (d), (e), or (f) of Section 830.2, or subdivision (a) of Section 830.33, who identifies himself or herself with a badge or identification card issued by the officer’s employing agency, or by any judge, is punishable by a fine of not less than fifty dollars (\$50) nor more than one thousand dollars (\$1,000).

The common law and California agree substantively that any and all such citizens have a duty to come to the aid of law enforcement when requested to do so. California has raised the age requirement to 18 years of age. (The 15-year-old limit may have originated from the common law’s mandatory membership age of 14 in the irregular militia, which was codified in the U.S. Act of Militia, 1776.) So, even our minor cadets, though they may not be a part of the militia, are still “persons” and may make arrests. Indeed, the

penal law and common law allow any person the rights of arrest. Juveniles are also still bound to assist the law because they have a duty to obey lawful commands of the civil authority.

The Posse Comitatus Act of 1878 was a Reconstruction era law intended to prevent the military from becoming a *Guardia Civil*, or national police force. Originally created as a rider to an Army appropriations bill, it was later re-drafted as part of the U.S. Code. After the Civil War, the Army had been used in the South to maintain civil order, and to implement the policies of Reconstruction. The Army maintained a presence to make sure that no further rebellion was allowed to flourish.

The Act remained essentially intact until 1956, when it was applied to the then relatively new Air Force:

18 U.S.C. 1385. Use of Army and Air Force as posse comitatus

Whoever, except in cases and under circumstances expressly authorized by the Constitution or Act of Congress, willfully uses any part of the Army or the Air Force as a posse comitatus or otherwise to execute the laws shall be fined under this title or imprisoned not more than two years, or both.

It is interesting to note that in the entire history of the Act, not a single person has been prosecuted for a violation of the Posse Comitatus Act. For all intents and purposes it has been watered down to

Continued . . .



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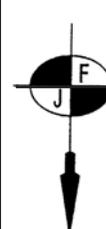
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Police Power-less

the point of uselessness. This is largely because Congress retained the right to grant legislative exceptions to the Act. The exceptions to the Act are broad scale and vast, allowing such things as the use of the military to enforce laws and defend national parks, secure Indian lands, suppress “cowboys” in Arizona, and dozens of similar exceptions. One of the most sweeping qualifications is found in the U.S. Code:

42 U.S.C, 1989: United States magistrate judges; appointment of persons to execute warrants. Persons appointed by magistrate judges to execute warrants related to certain specified offenses have the authority to summon to their aid “...Bystanders or posse comitatus of the proper county or such portion of the land or Naval forces of the United States, or of the militia, as may be necessary...” to enforce those warrants.

Civil Air Patrol Regulation 900-3 reads in part “...CAP members may not be deputized nor may they take an active part in arrest or detention activities and have no authority to restrict persons by use of force, actual or implied.”

At first glance, that would seem to be in conflict with the California law mandating cooperation with law enforcement, under penalty of fines, no less. The dual nature of CAP members intensifies the contradiction. Members operating within the corporation have no more authority to arrest someone than a shoe salesman; yet they retain all of their civil liberties and obligations and the corporate policies of CAP do not abrogate them (except under circumscribed conditions when members operate under the Uniform Code of Military Justice).

Moreover, that regulation

does not directly countermand a citizen’s arrest made by CAP members for offenses committed in their presence or upon their persons. Indeed, the United States Department of Defense codified in AR 600-40 that all members of the military have the ordinary right of private citizens to assist in maintenance of the peace. This includes the right to apprehend offenders. Citizen’s arrest power is defined by local law but the power to make a citizen’s arrest is a traditional common law right.

It is clear from a reading of CAPR 900-3 that the regulation is intended to prohibit the making of arrests and other active use of CAP in civilian law enforcement. Obviously, CAP has no legal authority as an organization to affect an arrest under any intrinsic color of authority.

As a corporate policy this may be sage advice, but it is not the law, only the policy of a chartered corporation. So the question remains: Are members of the Civil Air Patrol on duty even subject to the Posse Comitatus Act?

The answer, not surprisingly, is both yes and no. The Office of the General Counsel to the U.S. Air Force makes it very clear in his policy paper on the subject:

1. Threshold Requirements

There are two threshold requirements for the applicability of the Act to a particular action: the location of the action and the status of the actor. As to location, the Act is presumed to have no extraterritorial implications. As to the status of the actor, the Act applies to the following:

Active Duty Air Force Members (except when acting off-duty in a private capacity);

Department of the Air Force civil servants under military supervision;

Air National Guard members in federal status;

Air Force Reserve members on active duty or active duty training; and Civil Air Patrol (CAP-USAF) members *performing Air Force directed missions* [emphasis added]

CAP counter-drug missions, though usually limited to the transportation of Drug Enforcement Agency personnel, is clearly Air Force-assigned (or approved); and it is not uncommon for members on routine flights to, for example, report suspicion of makeshift methamphetamine labs to law-enforcement agencies. Our ability to carry out such missions, which would seem to be a violation of the Act if read at face value, stem from Congressional exceptions carved out of the Act. There is no question in my mind that we are *de facto* “federal agents” when assisting law enforcement.

We are therefore not exempt as private persons in our obligation to come to the aid of law enforcement, *except* when acting as an agent of the Air Force while on an assigned Air Force mission. Air Force assigned missions are well defined. When CAP is covered by the Federal Torts Claims Act, we are on Air Force-assigned missions; when we’re not, we are just a bunch of mall security guards—but with all the obligations of good citizens.

Capt. Allen R. Lord is deputy commander of Travis Composite Squadron 22, a licensed private investigator, and an instructor with the California University of Protection and Intelligence Management (www.Cupim.org). He can be reached via email: CaptALord@aol.com.



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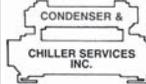
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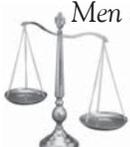


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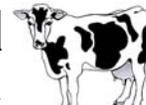
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PALM SPRINGS— The Gannett Foundation donated \$2,000 to the Cadet program of Palm Springs Squadron 11 at a fundraiser in Rancho Mirage in May. The Mayor of Palm Springs, Ron Oden, attended the event, lauding Civil Air Patrol pilots and celebrating the cadet program.

Gannett's *Desert Sun* and Fleming's Restaurant sponsored the evening.—**Maj. Bruce Marble, PAO**



SNAPSHOT (L-R): Capt. John Craig, Commander, Maj. Bruce Marble, Lt. Mary Bauman, Mindy Watkins, community relations director of Gannett's *Desert Sun*, Maj. Roy Hofheinz and Maj. Roy Heimburger.

Airplanes Go Ballistic

Continued from page 31 . . .

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Yes, there is risk at the scene of an accident, but it is easily

minimized. Above all else, take whatever steps necessary to keep California Wing's most valuable asset—that would be you—safe.

Capt. Storey is the Emergency Services Officer of Fullerton Composite Squadron 56, and is active in CAP ES. Capt. Storey is a certified SARTECH II with the National Association of Search and Rescue (NASAR), and a California state licensed Emergency Medical Technician.



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Innovative Flight Camp Takes Off

TEHACHAPI—Twenty-seven cadets state wide participated in Central California Group 6's first 'Introduction To Flight' camp here in August, a corporate-sponsored event more than a year in planning. Those attending the four-day activity received basic information on both powered and glider aircraft before climbing into the cockpit. Though severe weather shut down flight operations early on Saturday, each cadet received at least one flight in both types of aircraft.

Instruction in the gliders started with the basics: Assembly. Lt. Col. Jim Welliver, deputy commander of Los Alamitos Glider Training Squadron 41, then cleared the activities despite ominous skies, declaring that the area "has some of the best thermals for sustained flight."

Porterville Cadet Senior Master Sergeant Sylvia Crandell gave a thumbs-up to ground control and the tow pilot. Sgt. Crandall reported her flight as "really great" and said she "definitely wants to fly again."

Pilots such as Capt. Kevin Judy and Capt. Bob Souza of Tehachapi Composite Squadron 46 gave many cadets their first flight in a powered aircraft. Cadet Airman Myron Gutierrez was all smiles as pilot Capt. Rob Custer of Bakersfield Composite Squadron 121 prepared to take off. Afterwards, he said the flight was "great" despite knees he described as "shaky."

The activity was not restricted to flying alone. Cadets also received instruction from senior member Eric Minschidt in basic first aid and hands on training in Urban Direction Finding techniques.

Former Assemblyman Phil Wyman, a long time supporter of CAP, as well as artist Don Morgan, who donated the design of the Glider Camp t-shirts, attended the concluding awards banquet. Lt. Col. Steve Asche joined the festivities to represent the Wing Commander Col. Virginia Nelson. Capt. Thomas (Tim) Wallace, Commander of Squadron 46, was named outstanding senior member; C.J. Bishop was named outstanding cadet for his positive attitude and hard work.

Activity commander Lt. Col. Mark Dickerson

THUMBS UP: Cadet Airman Myron Gutierrez, Burbank Cadet Squadron 63, embarks upon his first flight. Despite appearances, Rob Custer, Bakersfield Composite Squadron 121, did the actual piloting.

presented Capt. Theresa Longley with a poster of an SR-71 signed by the last pilot to fly the aircraft, as well as Astronaut Gordon Fuller, as a token of appreciation for her many hours of labor. "This could not have happened with out the hard work of fellow CAP members," said Capt. Longley, Commander of Sequoia Porterville Composite Squadron 33, who helped originate the event. "But also a big 'thank you' goes to all those members of the community, whether corporate or private citizens that donated money to give our young people this opportunity."

The flight camp was borne out of a simple questions. CAP received donations from Wal-Mart, Bank of the Sierra, Scaled Composites, as well as individual contributions.—**Capt. Maureen Pride, Group 6 PAO**





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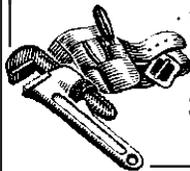


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Training is Specialty of Group 3 Weekend

MARCH ARB—Inland Empire Group 3 hosted Spek-Trak 2006 over the last weekend of July as part of its ongoing efforts to aggressively train members and thereby increase the operational readiness of the Group. The Spek-Trak weekend was devoted to familiarizing members with the responsibilities and requirements of CAP's various specialty tracks. Event coordinator Lt. Col. Jessica Black and project officer 1st Lt. Kimberly Craig set up a weekend offering training in the specialties of Administration, Aerospace Education, Finance, Historian, Logistics, Professional Development, Public Affairs, and Recruiting, Retention and Recognition.

Though a few classes were scrubbed for low enrollment (Administration, Finance and

Historian tracks, for example), most were met with enthusiasm. Hosea Taylor, a senior member who uses his USAF rank of Chief Master Sergeant, taught interested members how to track and manage CAP assets. Lt. Col. Jack Nahrstadt revealed the intricacies of how to guide CAP members in their professional development. And Lt. Col. Charles Wiest led an energetic session on providing CAP members with the only pay they will receive from CAP: Recognition. Col. Wiest taught how recognition attracts members and retains their interest in the organization.

Former California Wing director of public affairs Lt. Col. Fred Mahadocon conducted the Public Affairs Officer (PAO) specialty track course, assisted by

Col. Wiest and Capt. Maureen Pride. The course introduced prospective and acting PAOs to the many facets of public affairs duties. Col. Mahadocon maintained that public affairs could be the glue that holds a unit together, from developing good relations with the community to publicizing CAP activities via the media by properly releasing information during tense mission situations.

The Aerospace Education track—led by Lt. Col. John Stark and assisted by Lt. Col. Fred Pitcher, Capt. Saman Seneviratne and 1st Lt. Dave Goude—surprised attendees. The weekend was filled with live demonstrations of proven AE activities such as paper-airplane design and test

Continued . . .

READY FOR THE PRESS: Graduates of the Group 3-hosted Public Affairs Officers training course.



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Training is Specialty of Group 3 Weekend

flights; controlled flight of a model aircraft on a string; and Alka-Fuji rockets (named after their solid rocket fuel, Alka-Seltzer, and the converted film-canister engine housing).

The highlight of the class was a visit of F-16 fighter pilots and crews on alert readiness for terrorism. Lt. Col. John Jensen, 120th Fighter Wing of the Montana Air National and Alert Detachment Commander here, briefed participants on the mission of the 120th, which was assigned that standing duty in February 2004. Col. Jensen gave a briefing on the alert mission and other missions that the 120th has supported, such as the Unit's deployment to Balad Airbase, Iraq, in the summer of 2004, and its current assignment in Korea. Col. Jensen said the commander and the deputy commander, along with 32 maintenance support personnel, are permanently stationed here while the pilots who sit alert rotate in. The briefing was followed by a trip to the flight line to view the F-16s, which remain operationally ready and so that the pilots can scramble at a moment's notice.

Though Group 3 originally intended the weekend exclusively for its own members, it quickly opened enrollment to the entire Wing, even spicing up the event with a number of drawings for donated prizes, including one for having traveled the greatest distance to the airbase. Winners of the "Thunder in the Canyon" jigsaw puzzle: Lt. Col. James Sena and 2nd Lt. Jacoba Sena, San Jose Squadron 36.—**Capt. James Daley, PAO, San Bernardino Squadron 5** 

Group 1 HSX 'Exceeds Expectations'



SANTA MONICA—Maj. Stan Katten, Commander of South Bay Squadron 129, Torrance, debriefs mission pilots at Santa Monica Airport following a Group 1 disaster relief/homeland security exercise conceived by a team under Capt. Ben Schick, Clover Field Composite Squadron 51, here in August. The exercise simulated a major earthquake followed by an opportunistic terrorist attack in downtown Los Angeles. Maj. Katten and Capt. Schick ran the all-day exercise, which utilized the air and ground resources of six Group 1 squadrons and attracted the attention of KABC television, Los Angeles, which covered the event. Outside agency participation included the Emergency Volunteer Air Corps, the Santa Monica chapter of the Red Cross and APT Ambulance Service. Lt. Col. Ron Butts acted as the Incident Commander; Maj. Joe Spahr ran air operations; and Capt. Rudy Melson, Squadron 129, briefed participants as Safety Officer. "It exceeded my expectations in the smoothness and cooperation between the airport authority, squadrons, and outside agencies," said Capt. Schick.—**Capt. Greg Solman**

RE:CAP Continued page 52 . . .

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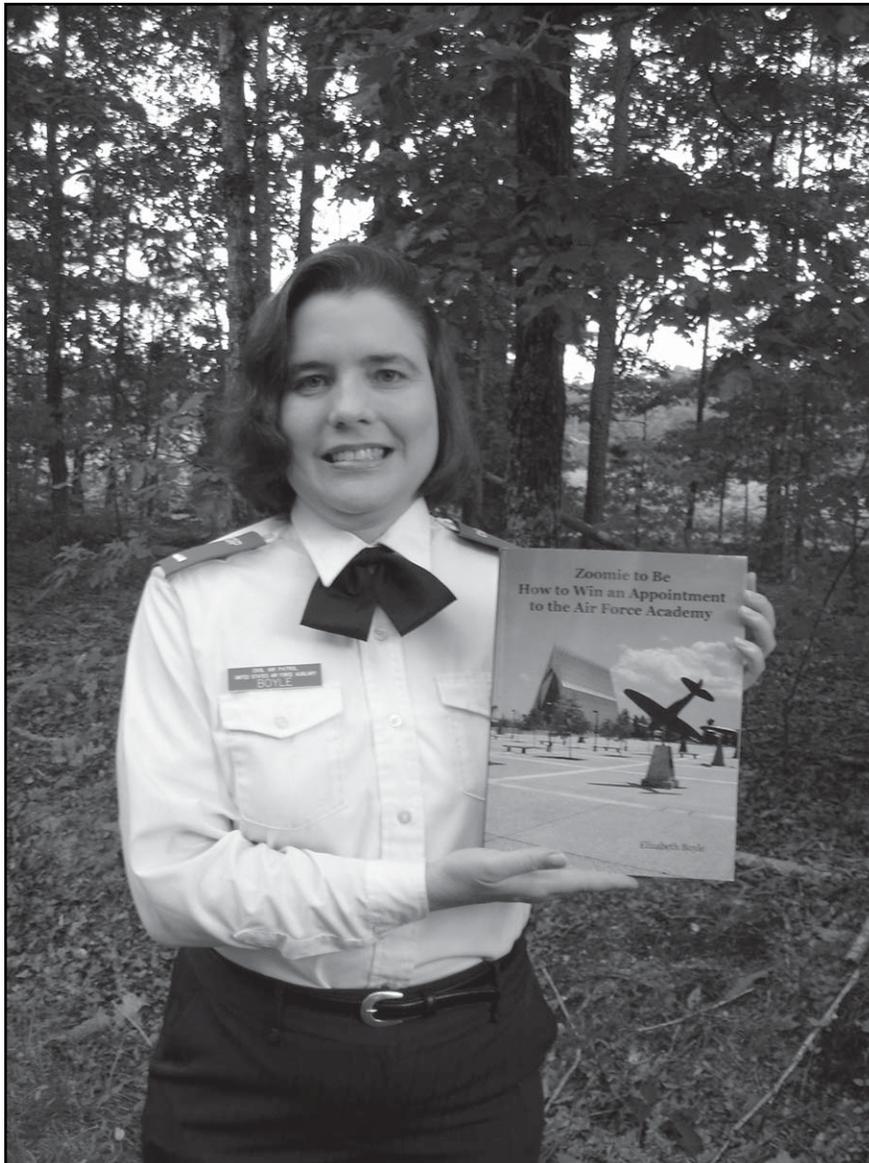
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The 5 Bad Habits of Highly Ineffective Academy Applicants

By 1st Lt. Elizabeth Boyle, Diablo Composite Squadron 44



BOYLE-D DOWN: The former Academy appointee distills her wisdom in a book.

Think that Mitchell on Your Shoulders is a Golden Ticket to the Air Force Academy? Prepare to Be Shot Down, Says the Author of Book on How to Get In.

CONCORD—Every year, about 60,000 would-be “zoomies” apply to the Air Force Academy to become a part of the entering Cadet Class of 1,300. But the number of people who fail is equally astonishing: Roughly 46,000 people will not qualify to attend the Academy; about 50,000 will never receive a nomination to attend the Academy. That leaves 58,700 who will not become a part of the entering cadet class.

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5 Bad Habits . . .

active cadet in the Civil Air Patrol—even if you’ve earned your Mitchell award—there will be plenty of competitors out there vying to enter the same cadet class. In fact, about 90 percent of the entering class had no CAP cadet experience. Achievement in CAP, much less lackluster participation, won’t be enough to get you into the Air Force Academy.

This is bound to be a wake-up call for some cadets, and even their adult mentors. But the research in *Zoomie to Be: How to Win an Appointment to the Air Force Academy* (based both upon my personal experience as an Air Force Academy appointee, and upon the experiences of others) bears this out.

These failures noted here indicate some bad habits that could prevent your application from getting off the ground. If you can identify with one of the bad habits, that doesn’t mean that you will never achieve your goals in life. It doesn’t even mean that you will *never* win admission to the Academy. But you may need to work toward correcting your approach angle as quickly as possible. And correcting these bad habits will have the added benefits of improving other aspects of your life.

1 Failure to take every test and assignment seriously. The Air Force Academy is one of the premier colleges in the country, and you need to be serious about your academics. You are applying to a very prestigious school.

About 60 percent of your admissions score is going to be

your academic composite score. It’s based upon your “Prior Academic Record” (i.e. your grade point average) and your standardized test scores. Your academic grades in school are built one assignment and one test at a time. So you need to take every test and every assignment seriously. Learn what you need to learn, and practice until you know it cold. Failure to learn from a mistake on an assignment or test can cost you dearly in the long run.

Furthermore, if you don’t learn from your mistakes as soon as the assignment is returned, it can then cost you points on a test, then on the mid-term or final exam—a triple threat. This will affect your grade for the class and, finally, your G.P.A.

2 Failure to get an early start in the Academy’s admission process. That includes finishing all Academy applications and nomination packages as quickly as possible. Every single service Academy appointee interviewed recommended starting the application process as early as possible. Forget about the Academy’s official deadline of January 31 of the year of entry. That’s way too late. Most nominating officials will already have made their decisions and will have notified the Academy by then.

Not that it’s easy: You’ll have a lot of items to submit to the Academy, such as your DODMERB (Department of Defense Medical Examination Review Board) medical exam, Candidate Fitness Assessment, liaison officer interview, and the

multipart application itself. Then there’s nomination forms. Failure to complete these items as early in the admissions process as possible can cost you an appointment.

3 Failure to get a medical waiver or to initiate additional medical testing as quickly as possible. Applicants need to be prepared to take action promptly if they need additional medical testing to correct any open items from your DODMERB medical exam. If any disqualifying medical issues are discovered, you need time to either rebut DODMERB’s findings by supplying additional information at your own expense, or to apply for a waiver. Both options can take months. Stay on top of any additional testing or information that DODMERB may request from you. One appointee couldn’t get a medical waiver in time to enter the year he applied to the Academy, forcing him to attend another college for a year.

4 Failure to be thoroughly prepared for interviews with your liaison officer or nominating officials. The interview with your liaison officer or nomination official is a job interview, and you need to treat it as such by preparing thoroughly. At a minimum, you should read the Academy’s catalog, other admissions materials, and any current press releases about the Academy that you can find. You should also be prepared to discuss your accomplishments, your plan

Continued . . .

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of attack for winning an appointment to the Air Force Academy, and your reasons for wanting to go to the Air Force Academy. You may also have to go to a second interview as part of the process. Some interview questions may throw you off guard if you aren't thoroughly prepared for them. Here's one hot-button question for which you can be prepared: A well-considered opinion of the current military deployments in Iraq and Afghanistan.

5 Failure to document your accomplishments in a meaningful way. Applicants should take the time to write their accomplishments down and

quantify achievements. You'll not only need to tell the Academy admissions department what you did during high school, but *show them what you produced*. Those can be two very different things. Write down and present the activities that you were involved in during high school, the role that you played in each organization, and the specific results that you achieved within that organization. In fact, a good idea is to actually write down the results you wish to achieve in each of your high school activities before you embark upon them. Often the act of defining and quantifying your goals can focus your attention on achieving them.

1st Lt. Elizabeth Boyle, Aerospace Education officer for Diablo Composite Squadron 44, is the author of Zoomie to Be: How to Win an Appointment to the Air Force Academy (The Randolph Network, 2005) based upon her experiences of winning an appointment to the Air Force Academy her senior year of high school. Her book includes a seven step process for winning admission. It is available in paperback at www.lulu.com/content/364596 and will be soon available in downloadable format at www.airforceacademyappointment.com. The book is dedicated to the "outstanding Men, Women and Cadets of the Civil Air Patrol." 



NOSTALGIC SAFETY VIOLATIONS: Hand cranking the B-25 Mitchell "Tondelayo" propellers, prior to engine start.

Commemorative Air Force Gives Cadets Context

EL CAJON—Ongoing support of Air Group One—the Commemorative Air Force (CAF)—and its Wings Over Gillespie Air Show engendered rare cooperation between Arizona and California units. Phoenix Cadet Squadron 144 and Skyhawk Composite Squadron 47, Oceanside, collaborated on the two-day mission in April.

Cadet 2nd Lt. Bobby Coeur of Squadron 144 led as Cadet

Commander, assigning Cadet Chief Master Sgt. Matthew Corey Deputy Commander duties. Highlights of the event included the first pyrotechnics display (simulating a Vietnam-era bombing run by Douglas A-1 Skyraiders); aerobatics by AT-6 Texan, Marchetti SF-260, P-51 Mustangs, Curtis P-40 Warhawks, Grumman TBM Avenger, and Vought F4U Corsair fighters.

“Getting close to the big bombers when all their engines are running is a unique experience,” said Cadet Chandra Murphy, San Diego Cadet Squadron 144. “And going inside the B-17 and B-24 was like going back in time and seeing what it was like to be the crew.”—**Capt. Dennis S. Ammann, PAO, San Diego Cadet Squadron 144**

Edwards AFB Hosts Cadet Week

EDWARDS AFB—About two-dozen cadets and senior members participated in the Edwards Air Force Base-hosted National Civil Air Patrol Cadet Week in July.

Highlights included a visit to the NASA Dryden and Air Force Flight Test Center facilities on Edwards itself. “The base really came together to put on a fantastic set of tours and hands-on demonstrations that these cadets will remember for years to come,” said Maj. Jason Markiewicz, Commander of Edwards AFB Composite Squadron 84.

Participants visited the 95th Air Base Wing Explosive Ordnance and Disposal Division where they observed the mission and objectives of EOD. They also toured the 95th Security Forces Military Working Dog facility, the Security Forces Squadron armory and the 412th Operation Support Squadron Life Support shop, as well as the Air Traffic Control tower. Cadets then got an up-close-and-personal look at an F-22 Raptor.

The Edwards’ Cadet Week is the third annual program, which

started in 2003 with a proclamation from the Air Force chief of staff. Gen. T. Michael Moseley, in his Cadet Week memorandum, wrote: “The CAP cadet program is a recruiting tool for the Air Force and as such, I ask that every installation continue to conduct activities like tours of aviation, maintenance and support facilities as well as instructional sessions, to help cadets think more about the Air Force as a potential career.”—1st Lt. **Joel Mehler, PAO**

STARTING OFF WITH A BANG: Cadet Airman 1st Class Jessica Waldrop detonates 5 pounds of C-4 at the Explosive Ordnance Disposal Division range as part of Cadet Week. Photo by SM Al Lafferty.



Six State Wings Cooperate In Rare Region HSX

SANTA MARIA—Six western states in the Civil Air Patrol's Pacific Region participated in "Operation Seismic Survey" over a two-week period in August. Lt. Col. Mike Lewis, director of California Wing's "Core Group"—a planning unit specifically tasked to design homeland security exercises—conceptualized the exercise over a two-and-a-half month period. Nevada, Oregon, Washington, Alaska and Hawaii Wings contributed to the ultimate success of the disaster simulation.

Col. Lewis met with John Tinley of the U.S. Geological Survey and Rich Davis of the Western Disaster Center to determine the likely needs following a large-scale disaster involving seismic activity and volcanic eruption. Working under the direction of Col. Larry Myrick,



THE "CORE" CORPS: Col. Larry Myrick, Lt. Col. Mike Lewis, Col. Ernie Pearson, visit the Control Room.

SIMULATED SEISMIC: The Owens Valley, as seen by a California Wing aircrew during "Operation Seismic Survey."



Pacific Region Vice Commander, the exercise would center on providing real-time aerial reconnaissance information.

Operations included aerial photography as deliverable intelligence. Phase 2 and 3 added targets for Alaska and Hawaii wings; and a transportation missions from Washington to California respectively. Sixty percent all aircraft in Pacific Region were utilized during the exercise time period. The exercise also tested High Frequency (HF) radio communications, digital imaging and Satellite Digital Imaging.—**Maj. Carol A. Schaubsluger, PAO**



NEW HEIGHTS: RocStock reached 6,500 feet AGL in an earlier contest this year.

RocStock Reaching New Heights

LOS ALAMITOS—The semi-annual RocStock at the Lucerne Dry Lake in the high desert of San Bernardino County drew both cadet and seniors from multiple squadrons in a few neighboring Groups in June. This year the event was combined with a field-training exercise and attended by members of Los Alamitos Cadet Squadron 153, Brackett Composite Squadron 64, La Verne, Chino Cadet Squadron 20, and Clover Field Composite Squadron 51, Santa

Monica, among others.

Some of more serious builders in the Wing (including Lt. Col. Phil Laisure, Squadron 153) control hand-made rockets capable of reaching 15,000 feet, requiring FAA clearance. Even the failures, such as Squadron 153's fiery faulty rocket motor disaster in June, are spectacular.

The cadets of Squadrons 64 and 153 are engaged in an ongoing friendly rivalry to reach the large-scale rocket heights. Squadron 64 leads the contest,

having achieved an altitude of 6,500 feet. Squadron 153's best reached a height just below that—owing largely to the fact that both squadrons are using Col. Laisure as their rocket-design ringer.

The RocStock was sponsored in part by the Rocketry Organization of California, and What's Up Hobbies. The next RocStock is expected to be 9 to 11 November.—**Reported by 1st Lt. Frank Galati, Los Alamitos Cadet Squadron 153**

CAP-RAP Recognizes Rosencrantz, Russell

SANTA MONICA—Two Civil Air Patrol pilots were recognized for “exceptional service and professionalism” by CAP-RAP Maj. John A. Janka, USAFR, following a search-and-rescue/homeland security exercise in June.

Pilot in Command 1st Lt. Bryan Rosencrantz, Clover Field Composite 51, Santa Monica, and Mission Observer Maj. Charles Russell, South Bay Squadron 129, Torrance, “performed in an exemplary manner all facets of operation during a photo reconnaissance mission over Highway 10 between Palm Springs and Blythe,” according to a letter from Maj. Janka to Lt. Col. Mike Prusak, California

Wing’s Air Force liaison officer.

“Navigating the complex and congested airspace across the Los Angeles Basin, they demonstrated outstanding piloting skills and teamwork, safely avoiding high volume traffic areas and deconflicting their flight path from other aircraft,” wrote Maj. Janka. “Once established on mission track, they quickly identified the objective and with great skill maneuvered the aircraft to achieve optimal photographic resolution of the target area.”

Maj. Janka was especially impressed with the CAP officers’ ability to prosecute the mission despite setbacks such as improper equipment. “They

were able to engage a vendor to render aid in this endeavor, making the mission a success.”

Maj. Janka characterized 1st Lt. Rosencrantz and Maj. Russell as “an inspiration to the U.S. Air Force Auxiliary.”

Maj. Russell commented afterward that it was, for him, an ordinary training mission in which obstacles had to be overcome. “We were on a typical CAP reconnaissance profile mission,” added Lt. Rosencrantz. “We did our best to overcome difficult equipment issues and circumstances to provide the mission base with the photographs that were needed in a timely fashion.”—**Capt. Greg Solman, PAO**

INSPIRING: Lt. Rosencrantz on the field at Santa Monica Airport.



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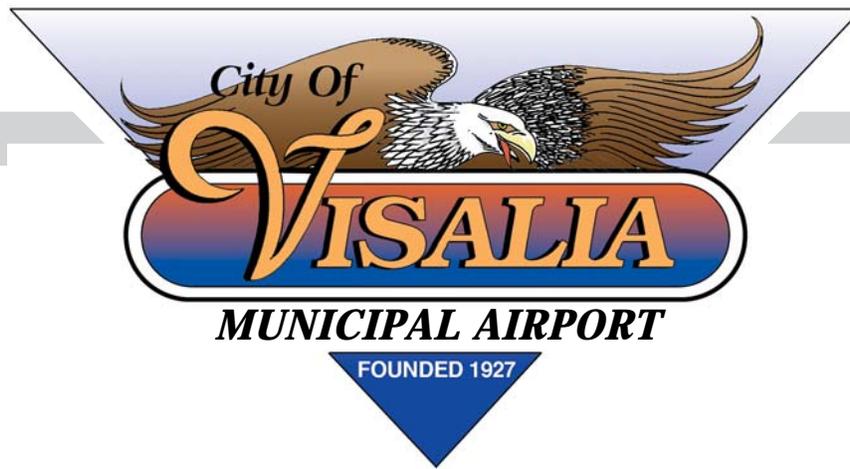
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