

2nd Edition  
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# EAGLE CALL

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## *“Forgotten Hero Honored in the Desert”*



SEE STORY PAGE ... 11



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## **Commander's Corner**

**Colonel Virginia Nelson**



Greetings to all of you. I've recently returned from our CAP Winter meetings and feel compelled to use this opportunity to share an important message with you.

Our national commander, Major General Dwight Wheless, admonished the National Board members that safety needs to be a top priority in the coming year. He outlined his multi step Safety Program to us. Please log on and read the General's 12 step program and pledge linked directly from our California Wing Website Home Page. Major General Wheless wants all CAP members to be proactive in developing a climate of safety. Mishaps are discussed further in this issues' Safety Corner by Major Alex Kay. We need to think safety so that we, and those around us, remain safe.

I want to emphasize to all California Wing members the high level of importance that I also place on safety. It is a basic responsibility of unit commanders and individual members, seniors and cadets, to make safety a part of everything we do. Everyone who participates in an activity must accept responsibility for safety, no matter what capacity he or she may function in. Any one who sees a potential hazard or something unsafe must speak up.



**Col Virginia Nelson**  
**Commander, California Wing**

Hazards must be accurately identified, assessed and then eliminated or reduced to an acceptable level.

Safe practices must be a part of all operations. No job or task is so urgent that safe practices can be ignored. Commanders must provide personal leadership and guidance as necessary to ensure a "Total Safety" philosophy at all levels of the chain-of-command. Ensure that everyone complies with established safety rules. This means pilots are adhering to cross wind landing procedures, van drivers following speed limits, cadets avoiding roughhouse behavior and everyone making sure that

*Continued on page 3 . . .*

COVER PHOTO – Major Michael J. Adams, USAF, in 1966.

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## ***Commander's Corner***

*Continued . . .*

the steps to the squadron building are well lit.

Commanders must see that “people” problems do not become safety problems. All members need to be qualified, proficient and have the right attitude while performing their assigned tasks. Attitude plays a big role in determining safety. Just because someone got by once doing something unsafe does not mean that an accident will not result the next time. We must deal with equipment deficiencies and attitude problems instead of looking the other way.

All commanders must make sure that they and their members are familiar with the procedures

of CAPR 62-2, Safety Accident Report and Investigation. In addition, all members need to be familiar with the current CAWG Supplement 1. Group and squadron commanders need to have unit supplements for this regulation. The CAWG Supplement 1 needs to be posted on the unit's Safety Bulletin Board and in all aircraft and vehicle logbooks.

Hats off to Safety Officer 1st Lt Greg Williams. For over a year he has routinely emailed what he calls the 60-Second Safety Advisor to all Sq 121 members. These are brief messages on various safety topics ranging from ORM to driving at night to snake bites. They are educational but also make one pause and think about safety. He also sends month aircrew briefings to Group 6 mem-

bers.

I have asked the CAWG Director of Safety, Lt Col Bill Cumming, to seek out additional Best Safety Practices and publicize them. We can learn from what others are doing to promote safety. The wing safety section is working on a newsletter, similar to *The Sentinel*, for distribution within CAWG. The director and his staff welcome suggestions and are available to provide guidance and assistance to the CAP Safety Program.

The bottom line is that we must continue to manage our risks to protect our members and our assets. Every activity has risks so we must identify and mitigate the risk factors. By doing this we will remain an efficient and effective organization. **THINK SAFETY!**

# LO's Corner

Lt Col Mike Prusak • CA Wing Liaison Officer

## The Who, What, When and Where of Air Force Assigned Missions (AFAM)

There is a lot of confusion these days as to what is an AFAM and who can fly them and get insurance/liability coverage (FECA/FTCA). Here are some examples of potential AFAM's:

Air/Ground Search and Rescue (SAR) Operations. CAP, as the USAF Auxiliary, performs SAR missions to search for, locate, and relieve a distress situation including overdue aircraft, emergency locator transmitters (ELT's), and persons in distress. Normally CAWG would be activated for the activities above by a coordinated effort of the USAF Rescue Coordination Center (AFRCC) and the State Office of Emergency Service (OES).

1. Mercy Missions: Mercy missions refer to the transport of blood, organs, serum, and medical equipment necessary to relieve a specific time critical, life threatening situation where commercial transportation is unavailable. AFRCC and OES are the coordination agencies on these missions also.

2. Disaster mitigation and Relief (DR) operations. DR missions relate to assistance needed for major disaster or emergencies (including all natural and man-made disaster such as hurricanes, floods, tornados, major storms, earthquakes, oil spills, or other

environmental disaster). CAP would normally receive DR tasking by 1st Air Force after the relief effort has been elevated out of local agency control.

3. SAR/DR training. Train crews to respond to situations above.

4. Homeland Security (HLS). DOD and USAF policy on HLS mission that CAP may be tasked to perform is still evolving. USAF and the CAP National Operations Center (NOC) will be the coordination agencies to task CAP.

**AFAM status usually can ONLY be given when supporting a federal agency.**

CAP **can** get AFAM status supporting a local agency, but it requires advanced coordination. An example would be that of a local sheriff wanting CAP to do a CD type mission for them. CAWG would first contact the NOC and immediately start working a request for assistance (RFA). This coordination could take a week to accomplish. If a state/local agency wants CAP to support a mission which could fall under the "non-combat" mission aspect of the AF, CAWG must complete the same process above but it'll take at least 2-3 weeks because it'll have to go to the Pentagon for coordination and approval.

**WHO CAN FLY AIR FORCE**

### **ASSIGNED MISSIONS?**

You must show up on MIMS as a SAR/DR pilot to act as pilot in command for any of these missions. This will afford you FECA/FTCA coverage and reimbursement for applicable missions. Other crew positions receive the same coverage **only** if the PIC is a SAR/DR pilot in MIMS. Mission Transport Pilots that do not have a commercial rating and a class II medical are not eligible for AFAM status unless they are enrolled in SAR/DR mission pilot, mission observer, and mission scanner training as prescribed by CAPR 60-3.

**Support the  
Cadet  
Programs –  
Our Youth  
are the  
future of  
C.A.P.!**

# SAFETY CORNER

*By Major Alex Kay, Deputy Director  
of Safety, California Wing*



## MISHAP REPORTING

California Wing, Civil Air Patrol has had mishaps which varied from very minor to those that involved thousands of dollars in damage. Procedures were not followed to report many of the mishaps. The purpose of this article is to insure our membership is aware of some of the basic procedures for reporting mishaps and that they can find all the details in Civil Air Patrol regulations CAPR 62-2 and the CAWG 62-2 Supplement.

**Policy: The overall purpose of mishap reporting and investigation is mishap prevention.**

Prompt notification and reporting of all CAP mishaps to the appropriate officials is mandatory. When serious injury or death is involved, there will be no formal or informal investigation conducted by CAP unless directed by National Headquarters.

**What is a Mishap:** An unplanned or unsought event, or series of events, that result in death, injury, or damage to or loss of equipment or property?

**The Mishap Classification:**

a. **Bodily Injury.** These are personal injury mishaps resulting from aircraft or vehicle accidents or incidents, falls, slips, being struck by an object, sport injuries, etc. Non-traumatic illnesses (i.e.,

poisoning, inhalation, or absorption of hazardous materials, etc.) that occur as a result of CAP activities will be reported as bodily injuries. (See attachment 1 for a list of mishaps that are reportable on a CAPF 78, Mishap Report Form.)

b. **Property Damage.** A mishap associated with:

1) **Aircraft**

a) **Flight.** Mishaps involving the operation of corporate or member-furnished aircraft during CAP activities, which take place between the times any person, boards the aircraft with the intention of flight until such time as all persons have disembarked. These mishaps are classified as accidents or incidents, depending on the severity. The definition of an aircraft accident is found in National Traffic Safety Board (NTSB) regulation, part 830 (attachment 2). Mishaps where flight is intended, which are not classified as accidents by the NTSB, are recorded as incidents.

b) **Ground.** Accidents involving aircraft with no intent of flight, for example, tie-downs fail and aircraft is blown over by wind, aircraft is run into by a tug while parked, etc.

c) **Other.** Certain events are deemed important enough to

trend for mishap prevention despite the fact they do not meet mishap-reporting criteria. Report the following events:

- Loss of thrust sufficient to prevent level flight at a safe altitude.
- Emergency or precautionary landing.
- Unintentional departure from a runway or taxiway.
- Unintentional departure from controlled flight.
- In-flight loss of all pitot-static instrument indications.
- In-flight loss of all attitude instrument indications.
- Any physiological episode that affects the pilot's ability to safely complete the flight.

2) **Vehicles.** Ground mishaps involving corporate or member-owned vehicles during CAP activities, including damage to structures such as buildings, fences, etc.

3) **Other.** Damage to or loss of equipment not resulting in personal injury will be reported and accounted for in accordance with CAPR 67-1, Civil Air Patrol Supply Regulation.

**CAP Mishap Notification Procedures:**

The unit or activity commander will immediately notify

*Continued on page 9 . . .*

## Safety Corner

Continued . . .

the wing commander and wing safety officer in accordance with the procedures outlined in the wing's accident reporting procedures when any mishap occurs during a CAP activity.

The CAWG Supplement 62-2 is as follows (The following should already be posted at your unit. If you get voice mail leave a message at all any number you call and then move on.):

4.f. (Added) CAWG Mishap Notification. HQ CAWG must be notified at once in the event of any mishap involving CAWG personnel or equipment. Anyone having knowledge of such an event should immediately notify the unit or activity commander, and then call the following individuals, IN THE ORDER LISTED, until one person is reached. That person will notify the remainder of the list.

Lt Col William R. Cumming, CAWG/SE, (P) 310-301-9242, (C) 310-463-0303, (F) 310-827-3316

Col Virginia Nelson, CAWG/CC, (H) 714-990-5148, (C) 714-745-5148

Maj James C. Porter, CAWG/CV, (H) 818-882-9960, (W) 818-366-2188, (C) 323-823-3300

Lt Col Steve Asche, CAWG/DO, (H) 661-399-0579, (W) 661-391-1397, (C) 661-747-7466

4.g. (Added) The above notice does not replace the notification by the unit or activity commander required under paragraph 4.a.

4.h. (Added) Notification method. The above notification is to be made by telephone ONLY. Do not use the radio or other means, as it may seriously compromise subsequent activities.

5.f. (Added) Reporting Procedures. Following the immediate notification above, the unit or activity commander must complete CAPF 78, Mishap Report Form, and forward to CAWG/SE within 48 hours of the mishap. Specific guidelines for completing the form, as described in CAPR 62-2 will be followed.

6.c. (Added) Mishap Investigation. No investigation of the mishap cause will be undertaken until so ordered by the wing commander. Then, the investigation will be conducted expeditiously in accordance with CAPR 62-2 procedures, and the completed CAPF 79, CAP Mishap Investigation Form, will be submitted so as to arrive at National HQ within 35 days of the mishap. STRICT ADHERENCE TO THIS PARAGRAPH MUST BE OBSERVED.

**MISHAPS.** Unit or activity commanders are responsible for completing and submitting a CAPF 78, within 48 hours of the mishap. The CAPF 78 is an important legal document, which must be completed correctly and copies submitted to the wing commander, state director's office, CAP-USAF liaison region and CAP region commander, NHQ CAP Chief of Safety and General Counsel, and CAP-USAF Director of Safety. Failure to send the CAPF 78 could result in the member being held personally responsible for damages or medical expenses incurred and withdrawal of Air Force assigned mission status.

***Member-Owned/Furnished Vehicles. Civil Air Patrol member-owned/furnished vehicles***

***may not be used in CAP activities unless the unit commander gives specific written approval. Transportation to and from CAP meetings, encampments, and other activities in member-owned/furnished vehicles is deemed personal transportation and not CAP's responsibility. CAPF 78 should not be completed in such cases unless previously coordinated with NHQ CAP/GC.***

***Preparation of CAPF 78. All sections should be completed. The "Account of the Mishap" section should contain the basic information of the event without any reference to cause, fault, or blame. Be sure to verify the person authorizing the activity or movement of the aircraft, vehicle, etc. Telephone numbers of that person and the individual completing the report should be included.***

Can a Mishap always be avoided? No. We must learn from any and all Mishaps. We are insuring that everyone that needs to know is informed and will follow the procedures in a timely manner. Furthermore, any repairs (claims) can be made in a timely manner by following the above procedures. 



# EDITOR'S CORNER...



**1st Lt Frank Geraty, Editor, Eagle Call  
California Wing Director of Public Affairs and Marketing**

It is with both great pride and regret, that I acknowledge Brian Stover, former editor of Eagle Call magazine, who officially announced his editorial retirement prior to the formation of this issue. He has passed the baton after 5 years of selfless volunteerism and accomplishment. With your help, Brian has brought us CAP news approximately 15 times these past years, and we appreciate his high quality efforts. The last publication, featuring his oxygen masked face on the cover, helped sum up his contributions as Eagle Call editor when we use his own phrase and say that he has given us all the "ultimate E Ticket ride" every four months with news and pictures of the California Wing of the Civil Air Patrol! I am proud of his dedicated work as a volunteer, and regret to lose his unique and gifted contributions. Thanks Brian.

As we look to the future, I can't begin to tell you the number of folks I've met who hate the expression "CAP is the best kept secret in California"! I don't know if they hate it because they're tired of hearing it so much, or if they just don't feel they can personally do anything about it. Ei-

ther way, I'll bet none of them would argue the truth in that most annoying line.

Eagle Call, like so much in the CAWG Public Affairs initiative is in the state of change. We just don't need to change the way we communicate here in the California Wing, we need to explode it! As you thumb through the pages of your Eagle Call, please remember it is your magazine. You provide the content, you inform your fellow volunteers about your missions, training, promotions, and awards. We at Wing staff only compile it.

Our three-a-year Eagle Call magazines are published generally in February, June, and November. The deadlines for articles from you are generally two months prior to each publishing date! That can be a long time to wait to see your articles. We are doing something to increase the speed we get your material into print. We are also gearing up for three additional "E" magazines that will come out to fill the gaps between the main publications. The colorful hardcopy magazine will continue to be our center piece, and the new electronic only newsletters will help PAOs to

both practice their art, and offer even more timely praise, information, and news.

One way to pick up our speed is to create a new CAP writers bureau staffed by cadets and another by seniors to help generate stories at the Region, Group, and Squadron levels. PAOs can lead the efforts, but anyone can participate. With a computer and email, you could be a member of a virtual state wide information chain that actively informs us from the top of the state, to the bottom. Our news will be fresher and more meaningful to more members and get to you far more quickly if we are successful.

OK, I won't talk about secrets or how well they are kept anymore. If you'd like to drop us a note on something that is important to you, or is happening that you'd like others to know about, concerning the CAP-official business only- please tell us- we promise not to keep it a secret for long!

New email for article submissions and communication with the Eagle Call Editor:  
EAGLECALL@CAWG.CAP.GOV

**TOO MANY MAGAZINES AT YOUR HOUSE?  
Leave this one in a public place as a recruiting tool!**

# One Spring Morning: X15 Pilot, Major Michael J. Adams, Monument Remembrance

*Major Greg Frazier, Squadron 68*

Mojave Desert, CA – One spring morning, in a remote wilderness location in the Mojave Desert, a small yet dignified ceremony took place. Nearly one hundred people gathered under and around a colorful tent-like structure erected for the event. A velvet cloaked object stood near the center of the gathering. Folks from around the country talked with each other and explored the area respectfully. At 11:00 am, everyone focused on the mysterious object. The media fixed their cameras on the scene as all became quiet. A unique event in aerospace history was about to take place. The first American astronaut lost during a space flight was about to be memorialized at the place where he lost his life.

Early in the morning on 15 November 1967, Major Michael J. Adams approached his ship for yet another flight. He must have

been feeling a bit different this time out however, for there was something special about this day! Today he would pilot the X-15 into space! At this point most of the worlds' attention was directed at the Apollo Program and the recent, tragic loss of the Apollo I crew in a ground fire. The X-15 was old news to most, but not to Mike Adams. He was about to make his first space flight! And he was going to do it before the first manned Apollo capsule ever left the ground.

Mikes flight went smoothly for the first minute or so. Without warning, one of his experiments began to malfunction. This quickly led to control instrument and control input sluggishness. More problems followed. Mike, no stranger to in-flight emergencies, began to handle them one at a time. During the space flight portion of his mission however,

things got worse. The ships' heading slipped and it reentered the atmosphere at an undesirable angle. Adams was entering histories' first and only hypersonic spin! He recovered! Granted he was traveling in excess of mach four at this time. He was also inverted and

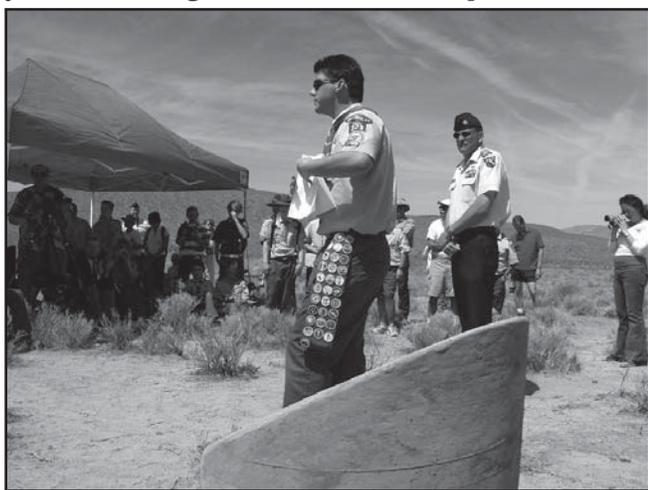


*Major Michael J. Adams, USAF, in 1966.*

pitched up (down) forty degrees. No problem for the X-15 and a good pilot. Simply roll her upright then pitch her up so you can slow down and get things squared away. This would have worked nicely if the early and somewhat rudimentary computer assisted guidance system had not been tweaked during the spin. Major Adams' control inputs were not accurately relayed to the control surfaces and thrusters. He entered another spin. The aerodynamic forces at this point tore the solid ship to shreds. America had suffered its first reentry accident. Mike Adams was dead.

Manned Space Flight history for the most part had forgotten about Major Adams and the many contributions he made. In 1991, he had his name added to the Astronaut Memorial at Kennedy Space Center in Florida. Just a few small letters on a giant stone slab, on the other side of the country from where he lived and worked and flew and died. The dirt road to the rod & gun club at Edwards Air Force Base also bears his name. Not much of a

*Continued on page 13 . . .*



*C/SMSGT John Bodylski (left) and Major Greg Frazier (right) serve in Squadron 68. They wanted to build a monument (center).*

## ***One Spring Morning: X15 Pilot Major Adams, Monument Remembrance***

*Continued . . .*

tribute compared to those made for the astronauts lost in Apollo the Space Shuttle accidents. All this would change when Saddleback Composite Squadron 68 would join forces with Boy Scout Troop 323 to create a monument to Adams and his stellar work in the aviation and space fields.

Major Greg Frazier and C/ SMSgt John Bodylski have served in Squadron 68 together for years. They wanted to build an appropriate monument to Adams. Both had similar beliefs in a “well-rounded” CAP program. This is to say that they split their time and talents three ways into each of CAP’s three missions. Without a doubt, this was to be an Aerospace Education event of some proportion! And it was for a good cause. What Frazier and Bodylski were thinking went beyond all this however. To them, each and every new Aerospace Ed opportunity presents them with the additional opportunities of utilizing Cadet and Emergency Services resources. Well, not just using them, using them in a tactical, professional and historic manner.

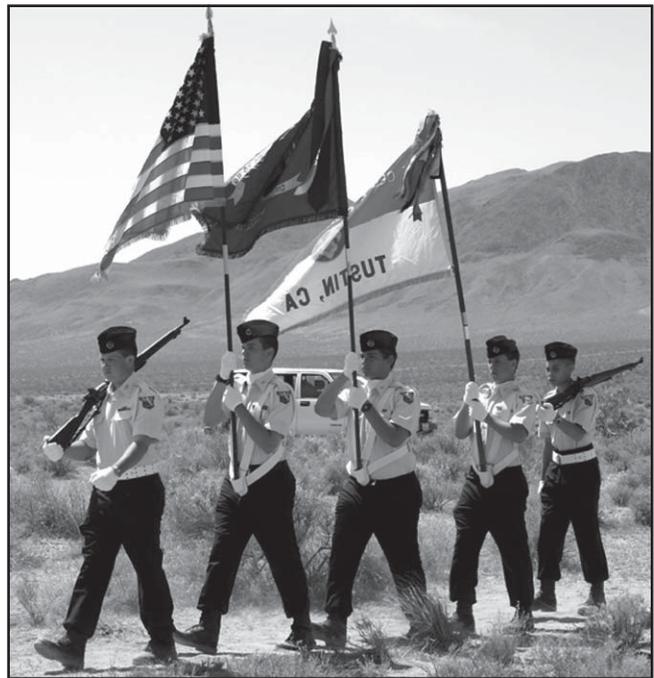
When your Cadet Commander is also a Boy Scout, you can count on some organizational intermingling. This can be good. When both organizations gain as much as they did in the development, construction and dedication of this monument, this is great! John Bodylski needed an Eagle Scout service project. Greg Frazier needed a closing event for his multi-year research project.

Mike Adams needed a monument at the site of the historic space flight. A t o p - n o t c h Squadron and Troop can, when they want to, build a top-notch masterpiece. And that’s just what they did.

The project needed a leader. Without a doubt, that leader was John Bodylski. He did the designing, figuring, procuring, supplying, scheduling, supervising, begging, toiling and thanking for the entire project. Major Frazier, an avid aerospace archaeologist, provided the idea, crash location, historical records, family contacts, media assistance and tactical support in the dedication phase. Many members of Troop 323 worked long days to build the two-ton monolith. Many members of Squadron 68 supported the dedication ceremony, giving it that Air Force flare for the Fallen Air Force maverick, Michael Adams.

The dedication took place in the wilderness as planned at 1100 hours sharp. A color guard brought the participants to their feet and the flag was saluted.

Frazier discussed the life of Mike Adams. Bodylski thanked the many who had contributed to the project. X-15 pilot and astronaut Mr. Bill Dana remembered Mike and the fact that he was one



*The Squadron 68 color guard performing its first wilderness posting at the memorial.*

of the few who ever earned astronaut wings outside of the “Houston” astronaut corps. Mike’s brother George and his son Brent thanked all for their efforts on behalf of the family. The U.S. Bureau of Land Management then presented Bodylski with a letter of commendation for bringing such a wonderful thing to the public lands. In closing, taps was played by a bugler as a beautiful red, white and blue CAP Corporate aircraft made a flyover. The participants slowly left the area, leaving the silent marker for all who wish to see. It is off the beaten path, but in the past few months, many have traveled from around the country and around the world to visit the site. Private memorials have been left. American flags blow in the desert breeze.

***Major Adams,  
you will not be  
forgotten.....***



# ***CAP Members Receive Recognition From Scaled Composites***

*Capt Maureen Pride*



*At dawn the record setting flight rolls on the newly renamed Mojave Space Port taxiway.*

Mojave Spaceport, CA – It has taken five months for all the excitement to calm down at Scaled Composites, the home of SpaceShipOne. But as soon as there was break in the action, Kay LeFebvre, corporate secretary to Burt Rutan, created a Certificate of Appreciation for each California Wing member who assisted with the launches.

The three launches offered those attending a chance to experience what we locales are very familiar with, the wind! The night before the Mike Melvill's flight into history, ferocious winds sand blasted everyone. Thousands of cars poured through the gates of the rural airport. CAP cadets and seniors worked a systematic plan to get everybody parked and safely onto the ramp adjacent to the runway. There was concern the launch would be scrubbed.

But as the skies began to lighten at dawn, the winds stopped, allowing for a beautiful sunrise to launch into history.

California Wing Aerospace Education officer, Captain Malise Scholefield lauded the experience: "It is an exciting time as we witnessed the launch. We have not done a lunar landing in so long; and I thought that was all behind us. This opens the door to the possibility of going back to the moon. For me it brings back memories of landmark space launches like Apollo. I still remember watching it on television. That excitement is back. And this shows that with the freedom we have in the U.S. nothing is impossible."

Other cadets and seniors were called upon to assist Los Angeles County Sheriff's deputies in preserving the integrity of the run-

way and operational areas. This is where their training paid off. Said Cadet Master Sergeant Kenneth Fitzgerald, (Cadet Commander of Edwards AFB Composite Squadron) "Being there was a life-changing experience for me and for aviation. I plan to join the Air Force as soon as I can. I soloed on my 16th birthday and I'm working on getting my pilot's license. I'm going to remember this experience for the rest of my life."

The flight line CAP crew was able to follow the historic space probe as they stood with two-way radios glued to their ears. Before takeoff on the final leg of the X Prize flight, one young woman made personal contact with the astronaut. Cadet Senior Airman Anastana Freeman of Voyager Composite Squadron 120 talked about it later: "I was so excited to

*Continued on page 17...*

## CAP Members Receive Recognition . . .

*Continued . . .*

be there. As SpaceShipOne taxied past us while getting ready for takeoff I waved at the pilot, Brian Binnie, and he waved back at me. I had watched the first launch on TV and SpaceShipOne looked so small. But as it passed me I was surprised to see how big it was 'up close and personal.' Being there was awesome."

As they watched and listened to Binnie reach for the stars, many CAP members of the flight line contingent shared what was happening with members of the media, briefing reporters in a second-by-second commentary on what the astronaut was experiencing. In the words of Cadet Master Sergeant Esqueda of Chino Cadet Squadron 20: "It was so cool. I was working in the media area and had my radio tuned so I could hear what was going on with the pilot. The press could also hear and started asking me questions about what's happening. I believe



*White Knight and SpaceShipOne being prepared to make history.*

today's experience proves that we civilians can go into space and it isn't just the government anymore. It was all very exciting and I'm proud to be in CAP."

As SpaceShipOne was returning safely to home base, CAP members Greg Felton, Randy

Severino and Nate Cook were working with deputies to keep back the excited throng. Felton describes a moment during the climax of the flight: "The fun was only beginning. During the hour that WhiteKnight (the launch vehicle) was climbing, we were in front of the VIP area. During our crowd control efforts Burt Rutan, Paul Allen (Rutan's financial backer) and Sir Richard Branson (Virgin Atlantic Airways founder), moved out of the crowd toward the runway. Rutan asked me for permission to move out onto the runway so they could get a better view, and, of course, we gave them carte blanche—after all, they were the stars of the show."

Chaplain (Major) James Riihimaki of the Pancho Barnes Composite Squadron put the event into worldwide perspective: "I was impressed by the number of people from other nations who were here . . . that they had traveled from around the world to



*Kay LeFebvre, corporate secretary to Burt Rutan, created a Certificate of Appreciation for each California Wing member who assisted with the launches.*

*Continued on page 18 . . .*

## ***CAP Members Receive Recognition . . .***

*Continued . . .*

come to our small town. It was very inspiring to think what this could mean for our future. Working together on reaching space could be a bridge between nations for better understanding and peace. It was a thrilling experience.”

Though CAP served a small roll in this historic event; to those at the Sept 29th launch, we hold a very different view. As the White Knight began making its way out of the hangar a problem arose that could have scrubbed the flight and ended the competition before ever leaving the ground. Cal Trans decided a section of road they had already marked with flairs and orange cones also

needed to be manned. Mary Hammock, one of the coordinators headed straight for CAP. She approached Capt Pride saying ‘Please tell me you have five adults available for road duty. Cal Trans is going to scrub the flight!’ Maj Carl Gerhricke (46), Lt David Lang (1986), Capt Kate Roland-Braden (103), and Capt James McMurray (49) were immediately dispatched. With the California Highway Patrol leading the way with flashing lights, CAP members were close behind. Capt McMurray stated later, “We didn’t miss a thing. I think we had the best place of all to view the flight. While everyone else was looking in the sun, it was at our backs. They flew right over use as they came back in. It was great.”

“This was a lot of hard work, but I’d do it again in a heart beat,”

Capt Maureen Pride stated. “I have often been asked why, since my son is no longer a cadet, do I stay active in cadet programs? I tell people that CAP offers young people opportunities they wouldn’t get anywhere else. That has never been truer then now. I’m thrilled to have been there when history was made. But when I stop and think what being a part of this has meant, not only to our cadets, but also all our senior members, I’m pleased and proud to have been able to make this happen for CAP. And this was the last opportunity for my son, 1st Lt Matthew Pride, AKA PFC Pride, to participate with CAP before deploying to Iraq.”

Twenty-seven California Wing units participated in the three-mission event.



# Lights... Camera... Action!

*2d Lt C. Tiffany Kolosick  
Squadron 68*

Palm Springs, CA – **Lights Camera, Action!** This was the attitude of the two news crews who arrived at the Civil Air Patrol (CAP) Thermal Night SAREX at Jacqueline Cochran Regional Airport on April 2, 2005; 20 miles southeast of Palm Springs, California.

The first TV crew arrived from KMIR Ch. 6 (NBC affiliate in Palm Springs, CA). Ian Reitz, the reporter, along with his photographer, Sean Elliot, made their way to the aircraft for their safety briefing and pre-flight instruction. The reporter was anxious to take part in the CAP flight and learn about what the Civil Air Patrol is doing to protect the homeland, and on this specific day, how training sharpens their skills.

Before the briefing, Reitz interviewed cadet, C/CMSgt John Bodylski, about his experience in CAP and why it is so important to get our youth on board with the cadet program. Capt Frank Tullo, the CAP Pilot for this flight, walked the media crew through the scenario of the day and included a safety briefing to ensure everyone on board was fully prepared and ready to go. Tullo gave a short pre-flight interview for the camera crew and then off they went, wheels up right on time. Shortly after they took off the sec-



*From left Rob McMillan-reporter-Ch. 3 (KESQ), Rob Beard-cameraman, Lt Tiffany Kolosick, and C/CMSgt John Bodylski.*



*Media crew members begin training Ch. 3 (KESQ) on what they are about to expect during their practice mission at Thermal Airport as they begin their coverage on the Thermal Night SAREX.*

ond media crew arrived.

The new TV crew was from KESQ Ch. 3 (ABC affiliate in Palm Springs, CA). Rob McMillan, the reporter and his cameraman Rob Beard dove right in and attended some pre-scanner training before their flight. Later,

just before their safety briefing, they interviewed our newest CAP spokesman, cadet C/CMSgt John Bodylski. He spoke about why he joined CAP and about the opportunities for young people in this organization. 2d Lt Tiffany

*Continued on page 21 . . .*

## Lights, Camera, Action

*Continued . . .*

Kolosick, PAO for the event, was also interviewed for additional Civil Air Patrol background information and about the reason she chose to volunteer for the CAP.

Maj Ken Gonzalez and Capt Michael DeVoogdt demonstrated superb skills in dealing with our media guests. They took a special interest in teaching them about the responsibilities of a CAP scanner and prepared them for the kind flight experience that our CAP aircrews have on a true search mission.

As part of our media event exercise, news reporter McMillan's mission was to spot an aircraft wreckage at an old crash site in a specific grid while up in our corporate CAP aircraft. McMillan was unable to find the crash site for a long while and began to get frustrated. As Maj Gonzalez, the pilot, prepared to return to base, McMillan finally found the crash site and was overwhelmed with joy that he actually spotted his target. Upon landing Kolosick went out to greet the crew and received a big high five from the reporter as he raised his voice in excitement thanking her for inviting him out to participate in such an event. A sense of confidence overwhelmed him as he smiled and realized that he had the potential to be a CAP member himself. Only time will tell if he does.

"I couldn't believe how hard it was to find that crash site. I understand how difficult it must be for CAP to do this on a regular basis and often for hours on end. This gives me a new appreciation for what CAP is capable of and for their dedication to communi-



*From Left C/CMSgt John Bodylski, Sean Elliot-photographer, Ian Reitz-Ch. 6 (KMIR) reporter, Capt Frank Tullo, and Lt Tiffany Kolosick.*

ties all over the United States of America," McMillan said.

Maj Ken Gonzalez considered the media demonstration flight a success too. "I was very pleased with the way that McMillan stepped into the role of being an aircrew member and still did his reporter job. All along the way, he asked great questions and maintained his focus outside of the aircraft, as any Mission Scanner would, just as he was briefed to do. When it came time to search for the objective, he really did the work. As such, without me overly manipulating the circumstances to make it easy, he located a suspicious object, which ended up being the search objective, all on his own. The whole experience for me was a practical demonstration of effective Crew Resource Management," said Maj Gonzalez.

The professionalism and confidence the two aircrews who participated in this simulated mission

exhibit, was in due large part to the advanced preparation done by all parties involved. The numerous e-mails, phone calls, and strategy meetings with everyone in this process truly paid off. Planning is essential when we represent ourselves to the media and it is amazing at how well things worked out as a result of our team effort.

Both news crews were given CAP press kits that included the new DVD from CAP National Headquarters, the updated fact sheets, lap boards and pens for their flight and some CAP squadron visitor information. The combination of community interest and support and the team attitude of all CAP members involved, helped make this a model experience. All media coverage aired as planned and will soon be available for CAP viewing on our Wing website and on a checked out basis through Lt Tiffany Kolosick.





Thirty-three students graduated from the weekend long Civil Air Patrol Squadron Leadership School in Costa Mesa Feb. 26 and 27, 2005, seen here with Col Virginia Nelson, the California Wing Commander. This is the first Squadron Leadership School of 2005 for the California Wing of the Civil Air Patrol. (CAP Photo/Chris Storey, 1st Lt, CAP)

# ***CALIFORNIA WING CONDUCTS FIRST SQUADRON LEADERSHIP SCHOOL AND CORPORATE LEARNING COURSE OF 2005***

***1st Lt Chris R. Storey, Composite Squadron 56***

Fifty-three members from the California Wing graduated from the first Squadron Leadership School and Corporate learning Course of 2005, held at the Air National Guard 222nd Combat Communications Squadron in Costa Mesa over the weekend of Feb. 26 and 27.

The members came from the all over California, some from over 200 miles away, to attend the weekend long courses taught by officers of the California Wing. They shared their knowledge and expertise in many areas of how the Civil Air Patrol performs its three primary missions of Aerospace Education, Cadet Programs, and Emergency Services.

“Part of the cadet promotion

process is academic, and likewise the Senior Members attend classes to advance their education and training,” said Col Virginia Nelson, the California Wing Commander. “Schools like the SLS and the CLC are not just required for promotion, they help make better CAP Senior Members,” Nelson said.

The Squadron Leadership School focuses on how the three missions of the Civil Air Patrol are accomplished at the squadron level, while the Corporate Learning Course addressed how those missions are performed at the Wing level. Both courses show how the individual member, the Squadron, and the Wing interact at every level to accomplish all

three missions. These schools also help prepare the member to serve on the staff at either the squadron or the wing level.

These schools are not just for Senior Members. Cadets having earned the Gen. Billy Mitchell award, like Cadet 2d Lt Blanca Contreras of the Los Angeles Cadet Squadron 138, are eligible to attend the Squadron Leadership School too.

“I was not sure what to expect at first,” said Contreras, who has attended and served on the staff of all the Integrated Leadership Program schools up to the Senior Non Commissioned Officer Academy. “The SLS was a very different point of view from what

*Continued on page 25 . . .*

# LAST SALUTE

Captain John W. Ferrara, Sr., former member and former Commander of Santa Cruz Composite Squadron 13. John passed away on 03 December 2004 after a short battle with cancer.

The family asks that remembrances be made to St. Jude Children's Hospital, P.O. Box 50, Memphis, TN 38101-9929.

///

Dick Vincent died at home of an apparent heart attack Saturday, February 26, 2005.

Individual cards or flowers may be sent to: The Vincent Family, 959 West Rosewood Court, Ontario, CA 91762

## **CAWG Conducts First Sq. Leadership School and Corporate Learning Course of 2005**

*Continued . . .*



*Twenty students graduated from the weekend long Civil Air Patrol Corporate Learning Course in Costa Mesa Feb. 26 and 27, 2005, seen here with Col Virginia Nelson, the California Wing Commander. This is the first Corporate Learning Course of 2005 for the California Wing of the Civil Air Patrol. (Photo – Chris Storey, 1st Lt, CAP)*

I have experienced as a cadet, I was able to finally see both sides of CAP,” Contreras said. “It was very motivating and is something I will take back to my cadets to help motivate them to learn how the cadet program is run from a Senior Member point of view,”

she said.

The members who graduated from the SLS and CLC have proven they are willing to take the next step in their Civil Air Patrol careers and to help make California Wing the best.

“I was really encouraged to

see 53 people at the SLS and CLC who cared enough about their squadrons and about the Civil Air Patrol that they dedicated an entire weekend to attending these valuable classes,” Nelson said.



# Strange But True: Civil Air Patrol California Wing During WWII

*2d Lt Frank Galati, Cadet Squadron 153*

During WWII, the Civil Air Patrol was called to duty in defense of the homeland skies and shores. They served on submarine patrols and search and rescue missions. CAP flew border patrols looking for enemy agents and smugglers as well as medical duty flights.

Perhaps the most bizarre duty of all was flown by the Civil Air Patrol members of the California Wing. They were called to protect the rice crops in the San Joaquin Valley. The mission was enhanced to include the protection against the depredation of wild ducks and geese, all in the fall of 1943 and 1944.

Farmers had over 230,000 rice acres planted that year, and as food was a rationed item, any losses could effect life at home and the war effort in general. Large numbers of ducks and geese had moved into the valley rice fields just as the crop was coming to head. These many thousands of birds could have devastated as many as 40 acres of rice crops in one night.

Farmers first tried using flares, smoke bombs and other

ground tactics, but only succeeded in chasing the birds from one field to another.

In desperation, the farmers turned to the Civil Air Patrol. They called for a specialized aerial attack.

The California Wing was all but grounded along the sea coast due to the west coast defense restrictions. All civilian aircraft were grounded for the duration of the war including agriculture "ag" flights. Many Civil Air Patrol units moved their operations inland, so they could continue to fly.

Civil Air Patrol units from the Sacramento area were given special permission by the military authorities to assist the California Fish and Wildlife Service on this project.

Early morning and twilight flights by the small planes of the Civil Air Patrol, often at grass skipping heights, produced the desired results. Using just their planes, and sometimes shotguns and practice hand grenades, "the duck cowboys", as they were soon to be nicknamed, succeeded in routing thousands of the birds

to safety.

The Duck Cowboys flew behind the flocks of wild birds, driving them ahead of their planes. They drove the game into the wildlife refuges the Fish and Wildlife Service previously prepared with tons of bird feed to attract and keep them out of the fields. The mission suited the CAP aircraft perfectly. Ducks and geese fly at about 60 miles and hour, as did the small puddle jumper planes of the CAP in the early forties.

The cost of these successful operations was \$1600.00. This was considered a bargain by the farmers, who stood to lose at least \$1,000,000.00 had the water fowl and geese been allowed to eat their fill.

Strange but true, showing that the Civil Air Patrol can, and does, help our nation not only in support of the defense of our skies, search and rescue, and the training of future leaders with cadet programs, we can do almost anything, even become "Duck Cowboys".



If you desire more information on the  
**CALIFORNIA CIVIL AIR PATROL,**  
please complete this form and mail to:  
**P.O. Box 7688, Van Nuys, CA 91409**



Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

# ***“Monkey See, Monkey Do 2”***

## ***Cadet Officer Basic Course***

*C/2d Lt Samuel Tellez, Los Angeles Cadet Squadron 138*

Cadet Officers Basic Course is the culmination of California Wing’s Integrated Leadership Program (ILP). But is it worth it? Many cadets ask themselves that very question before they apply. But before we find out why everyone should attend COBC, we must look into the minds of the cadets. Some just want the Mitchell Award, some don’t, and some want the Spaatz Award. California has the best Cadet Program in Civil Air Patrol, in my humble opinion, and the ILP is built to make better cadets and create more prepared individuals to “be of service to their community, state and nation.”

At the start of the ILP, Basic Cadet School covers the basics of CAP leadership and followership. Encampment is the king of all ILPs, in the sense that it is often the most memorable and invigorating experience most cadets have. Airman Training School is a new addition to ILP and a new beginning to cadets; instead of following, leadership is the course of study.

Next in the program is Non-commissioned Officers School, a vital school in CAP. It prepares the new NCOs to lead cadets into the future.

Senior NCO Academy is a large, almost forgotten part of the ILP; SNCOA prepares cadets for officership, instead of left right left, they begin to plan things, to train other NCO’s and to offer valid points of view to each

school they attend. “Monkey See, Monkey Do” is the motto for SNCOA (created by SNCOA class ’04 at Lemoore).

The climax of ILP is COBC. Every cadet should go to all of the ILP programs, but COBC is one of the most important ones...period. COBC brings leaders from all around the region and puts them together in a learning environment, much the same as college. Cadets are expected to be independent, just as real officers would be in the field, they have to pay for their own food, and make sure they attend each class. Bringing leaders from all around the region brings many types of leaders and views on leadership, and by the end of the school each cadet leaves with an improved understanding of leadership, and the ability to train others.

Cadet Officer Basic Course had no flights, no regulated drill, and limited regulation on part of the school staff. There is a schedule of course, and regulated times for leadership activities, just like those at NCOS. But cadets choose which classes they wish to attend; they choose when they want to get up and when they want to eat. This, of course, builds one indispensable trait: responsibility. Everyone has a sense of responsibility, but COBC tries to perfect it. Classes on moral leadership, communication, Civil Air Patrol, the works; they all lead up to building an officer. The responsibility of NCOs is to their flight

commanders. Cadet officers have a responsibility to their superiors and subordinates, Senior Members and cadets alike. COBC prepares you to face challenges that NCOs and cadets do not face. COBC multiplies a cadet’s opportunity to build lasting friendships.

In California Wing, as in any other, cadet officers are a small fraction of the cadet ranks. That means that officers must be highly trained, just to be able to help all these cadets move along in their careers.

I titled this “Monkey See, Monkey Do 2”. I did this for a simple reason. In the ILP schools (SNCOA, COBC, ACSS, the SNCOA), the motto is “Monkey See, Monkey Do” because it’s the truth. Cadets look up to us officers and see themselves in us, and conversely we should imagine three diamonds on the shoulders of each cadet, for that is what we all should strive for. Going to these schools sets a standard for cadets and gives them hope.

For me, COBC meant hope, skill, and achievement. Hope that I can advance and spread the knowledge learned there. Skill, imparted by COBC gave me enough skills to help the ILP program as a whole, and achievement. Graduating COBC is not accomplished for a ribbon, grade, or a graduation certificate: It is for yourself, and the cadets that you will influence: Monkey see, monkey do.

# San Diego County Sheriff Department SAR Volunteers Visit Cadet Squadron 144

*Capt Dennis Ammann, Cadet Sq. 144*

SAN DIEGO, CA – Sgt Christopher VanGorder and Dr. Jennifer Hendry with her trailing dog “Foley” from the San Diego County Sheriff SAR Volunteer Unit recently visited San Diego Cadet Squadron 144. Both are specialists in tracking and finding lost people when called upon by various law enforcement agencies.

Sgt Chris VanGorder is a Civil Air Patrol major in the squadron and also has served as its previous commander. He explained how the Sheriff SAR Unit tracks people by the training they receive, past experience, and the equipment they use. Sgt VanGorder presented a PowerPoint lecture concerning a recent fatal plane crash of a Learjet 35A in the mountains to the south of San Diego. He explained the procedures in approaching a crash site, rendering first aid, and securing the site until relieved by another law enforcement agency.

VanGorder also talked about how they were recently tasked with assisting the San Bernardino Sheriff’s SAR Unit in the Mt. Baldy area. The unit also assisted during the terrible fires in Southern California last October when the Sheriff’s Department needed every person they could enlist.

Dr. Jennifer Hendry and her trailing dog Foley, a German short hair, conducted the second portion of this emergency ser-



*Sgt Christopher VanGorder and Dr. Jennifer Hendry with her trailing dog “Foley” from the San Diego County Sheriff SAR Volunteer Unit visited San Diego Cadet Squadron 144.*

vices presentation. She explained how a dog’s nose is extremely sensitive to smell and can track/find all sorts of objects like bombs, drugs, people, etc. Foley is specialized in finding people as Dr. Hendry demonstrated. She had Cadet Daniel Roy remove his hat and place it in a plastic bag. She then instructed Cadet Roy to exit the building and walk a trail that he thought the dog might not be able to track. After giving him a 10-minute head start, Dr. Hendry placed Cadet Roy’s hat next to Foley’s nose. It only took a half second to smell and Foley was barking and pulling at his leash! Once outside, Dr. Hendry allowed Cadet Roy’s older brother Cadet Joseph Roy to take the leash while the rest of the

squadron ran behind trying to keep up the pace. Cadet Daniel Roy gave Foley a run for his money but only once did Foley lose the scent momentarily, from a concrete slab to an asphalt road. Within about five minutes the exercise was over when Foley found the “missing” cadet.

The outstanding presentation was recognized as dovetailing with one of CAP’s primary missions, Emergency Services. The squadron was left with a greater appreciation of what the San Diego County Sheriff’s Department Volunteer SAR Unit does and thanked these outstanding citizens who donate their time and resources to the people of not only San Diego County but also the surrounding counties.

**WE SERVE . . . THAT OTHERS MIGHT LIVE!**

# CAWG Pilot Saves Plane After In-flight System Failure

*Lt Col Donald Towse, Sr. Squadron 80 PAO*



*Lt Robin Easton and 83E safe at home at Reid Hillview Airport.*

Lt Robin Easton, aircraft operations officer of San Jose Senior Squadron 80, has been recommended for a Commander's Commendation having successfully saved a corporate aircraft (and his own life) after a potentially disastrous in-flight systems failure. "It was dark and stormy night in central California, as bright red, white, and blue Cessna 182 N6183E flew from southern California to a Disaster Response exercise at home base in San Jose.

Nearing home, Lt Easton experienced an emergency where only his experience, expert airmanship, and cool-headed flight management prevented a disaster that in other hands might have cost Civil Air Patrol an aircraft and the pilot's life.

In Lt. Easton's own words, here is his report:

"(It was an) uneventful flight to Avenal although I kept an eye out for icing on the airframe and monitored the carb temperature. Around Avenal, requested descent to 8,000 feet to remain clear of any icing which started at 6,000 ft in the San Francisco Bay area and sloped up to 12,000 in the LA Basin. ATC advised they could clear me in 10 or 15 minutes, at which time I entered IMC around 8,800 ft, so elected to return to 10,000'. At Priest (VOR) requested 8,000' as there was a dusting of frost on the leading edge of wing, and was cleared to descend. Tops were around 8,000' so I was in and out of clouds but not solid IMC."

— It was then that things went from OK to potentially disastrous —

"Somewhere in the vicinity of

Hollister an annoying red light illuminated, informing me of a low voltage situation."

The diagnosis: "Cross checking with the ammeter confirmed a discharge situation. Checked circuit breaker and cycled alternator with no effect".

Emergency action: "Advised ATC I wanted to climb 500' clear of clear tops while I checked my immediate actions against the checklist and POH. Nothing else could be done, so I:

(1) Turned off internal and external lights, CAP radio was off already, ADF, DME, No. 2 radio.

(2) Retrieved and powered up handheld GPS and powered down a/c GPS and everything I could, other than No. 1 radio and transponder, in order to conserve volts.

(3) Told ATC Norcal approach I was diverting to Salinas (SNS) due to alternator failure as I had seen lights before crossing the overcast and heard another aircraft that had departed earlier. (ATC) gave me a steer and advised descent no lower than 4,500' for terrain.

Norcal wanted to know number on board, fuel on board and aircraft color for future reference so they know how many limbs to look for and how big a fireball to expect or what to look for later."

"(I then) descended in solid IMC in a left turn to go back to where I had seen lights, planning

*Continued on page 33 . . .*

## **Pilot Saves Plane After In-Flight System Failure**

*Continued . . .*

to fly down the valley reciprocal to Runway 31 until I broke out of the clouds, had visual with the ground, and could either fly under the cloud base or continue south to Paso Robles which was clear.

I pulled Salinas Instrument plates for ILS approach to 31, but at this time contact with (ATC's) Norcal was starting to breaking up and soon after, the radios died. Broke out of IMC south east of Salinas, where I could see I was clear of clouds and terrain so made a descending turn back towards SNS under the overcast at about 2,000' with handheld GPS for reference and flashlight to read the instruments. Once under the overcast I was in rain but managed to pick out the airport beacon so steered towards it hoping the runway lights were still on from the departing aircraft or that the FAA had activated them. Thankfully they were and I hoped they wouldn't time out as I approached. I could make out runway lights and 'rabbit' for the cross runway and used my handheld GPS which has an HSI to line up for 31. Stayed just below bases until sure of making runway then slipped in (flaps are electric) and made one of my better night landings.

In any event, it would have been bad form to scratch the aircraft on its maiden flight after the paint job.

Rolling down the runway looking for the taxiway I noticed various vehicles lit up like Christmas trees over by the terminal. When I parked over by the terminal I was greeted by the local police and, fire crew and airport manager who hadn't seen me land

but new I was down as the FAA had notified them as they would have been tracking me on primary radar. After identifying myself and showing ID, Sgt. Andy Miller of the Salinas police asked if I wanted to talk to the press who wanted to talk to me but I declined. As I told Andy and Co., the irony is we are the guys who go looking for aircraft that make forced landings and anyway the outcome was of no interest as I landed safely with no drama.

Turns out it wasn't a figment of my imagination; a lead to the excitation field on the alternator was broken.

In conclusion, it seems that all this training and currency flying we do is all worthwhile and it works. Lessons learned perhaps are that flying single engine IFR (in IMC) is a risky business but with our high standard of training and emphasis on safety, the risk is mitigated. Other than taking this risk I can't think I did anything wrong other than not carry a handheld air radio which I keep in my survival kit but find aren't very effective at any distance. On the contrary, fortunately I did a few things right. Not panicking and flying the airplane being the first and most important and keeping situational awareness even when under positive radar control on an instrument flight plan. Fortunately I stay instrument current and had a flashlight and my handheld GPS to reassure me I was heading for the correct airfield.

As we say, any landing you walk away from is a good landing, and if you can use the aircraft again, it's a great landing." 

## **“Your Call!”**

This is the transcript of the ACTUAL radio conversation of a US Naval ship with Canadian authorities off the coast of Newfoundland in October 1995. Radio conversation released by the Chief of Naval Operations 10-10-95.

*Canadians:* Please divert your course 15 degrees the South to avoid a collision.

*Americans:* Recommend you divert your course 15 degrees the North to avoid a collision.

*Canadians:* Negative. You will have to divert your course 15 degrees to the South to avoid a collision.

*Americans:* This is the Captain of a US Navy ship. I say again, divert YOUR course.

*Canadians:* No. I say again, you divert YOUR course.

*Americans:* This is the Aircraft Carrier USS Lincoln, the 2nd largest ship in the United States' Atlantic Fleet. We are accompanied by three destroyers, three cruisers and numerous support vessels. I demand that you change your course 15 degrees north; I say again, that's one five degrees north, or counter-measures will be undertaken to ensure the safety of this ship!

*Canadians:* This is a lighthouse. Your call!

# SAR Missions . . . . .

## ***Airplane Crashes in a Grapefruit Grove, Two Survivors***



*Pilot and student walk away from training flight mishap.*

Pauma Valley, CA – Members of the United States Air Force Auxiliary, the Civil Air Patrol, started off the year 2005 with spectacular “find”. A certain Cessna 150 airplane, with it’s tail torn to one side and wings destroyed, lay crumpled in a North San Diego County citrus grove, wasn’t quite so lucky. The two fortunate survivors, one student and one instructor, were found to be in fair condition, but dazed after the mishap. The flight originated from Gillespie Field on route to Hemet when the small craft encountered engine trouble and crashed approximately one quarter mile north of the Pauma Valley private air strip in northern San Diego County. A civilian pilot reported witnessing the crash.

USAF Search mission 05M0091 was initiated at 3:55pm Sunday with an “all call” for volunteer search team members in the Southern California area. Searches are started when the Air Force Rescue Coordination Center (AFRCC), located in the state of Virginia, determine that their satellites have found an emergency transmitter signal turned on somewhere in the United States and Puerto Rico, and they can estimate an approximate search area. The Civil Air Patrol is then contacted to locate the source of the emergency signal and provide the appropriate services on site. Most emergency transmissions (over 95%) are false alarms. All alarms must be searched for by the civilian volunteers 24 hours a day as if they are all real emergencies, and silenced as quickly

## ***Businessman and His Pilot Crash Near Grapevine on Stormy Night - February 14, 2005***

TEJON RANCH – The FAA Flight Control Center in Palmdale lost radio and radar contact with a pilot of a Cessna 210, propeller driven, six seat aircraft around 8:30 p.m. The pilot had been reporting turbulence in the area. The plane was on a charter flight from Fresno to Santa Monica. The United States Air Force Civil Air Patrol was notified of the missing aircraft and launched its search efforts soon thereafter. Weather in the search area included significant snow and prevented the use of any airborne resources. Civil Air Patrol ground units assisted the Kern County Sheriffs deputies in locating the wreckage as the weather broke early Saturday morning. It was found very close to the planes final FAA radar track data recording. CAP Mission number 05M0209A was closed 36 hours after the small plane was lost from radar. There were no survivors.

as possible. The search for Sunday’s signal started just as routinely as so many had in the past. This signal, the first lost aircraft search in California for 2005, was handled no differently.

Within one hour of the alert, a Cessna 150, on a local training flight was located crashed in a grapefruit orchard near SR76 and Cole Grade Road in Pauma Valley. The pilot sustained minor injuries and was later treated at a local hospital. The aircraft appears to have been a total loss. The pilot, dazed, remained with the aircraft until local rescuers were able to locate the crash with the assistance of a civilian pilot that was in the area.

The mission was completed, and volunteer members went back home safely, by 6:45 PM in the evening, barely three hours after they were first called to help.

# Around The Wing

## ***Cadet Saves Lives as a Result of CAP Training***

***2d Lt C. Tiffany Kolosick  
Squadron 68***

It seemed like a normal Friday night when Cadet 1st Lt Sean Cloughen's pastor's son got married. But then, at the wedding reception, an elderly woman started to choke on a piece of steak. Cadet Cloughen successfully performed the Heimlich maneuver on her and successfully dislodged the food. The very same weekend, Sunday morning after church, Cadet Cloughen witnessed a car accident while he was driving home. Five teenage boys in a Chevy Venture hit a young woman in a Dodge Neon, flipping the boy's car. The woman lost control of her vehicle and hit a light pole. Glass and oil was sprayed all over the area. Cloughen pulled one of the teenagers out of the Chevy and proceeded to help treat a second teenage boy who'd been thrown from the car and suffered a broken neck. Recognizing the danger of moving him in his condition, cadet Cloughen immobilized the boy's neck with a blanket and then got someone to watch the victim while he went to help the young woman. She was unconscious when Cloughen reached her. He checked to see that she was still breathing and examined her for other injuries. The paramedics arrived shortly afterward. Cadet Cloughen briefed the para-



*C/1st Lt Cloughen honored at the Group 3 banquet. Col Virginia Nelson presents a life saving award.*

medics properly before leaving the scene

Cadet 1st Lt Sean Cloughen's resourcefulness was honored at the last Group 3 banquet. California Wing Commander Col Virginia Nelson presented him with a life saving award. Col Nelson said, "Cloughen is a fine Civil Air Patrol cadet officer and I appreciate what he brings to the program. It was a pleasure working with him in the recruiting booth at the

AOPA conference last year and seeing him in action there, too." Cloughen has been a member of the Civil Air Patrol for three years. He received his CPR training and certification from the commander of Hawker Squadron 128. Cloughen stated, "A big thank you to Capt Denise Edwards for her superior training, which led to the opportunity for me to assist in the saving of these young people's lives."

# Chino Cadet Squadron 20 Evacuates Corona Airport

*Capt Andrea Binder, Chino Cadet Squadron 20*

Corona, CA – “Service, Commitment, Dedication”, these are the words that Corona Airport Manager, Rich Brodeur, used to describe the USAF Auxiliary Civil Air Patrol (CAP). “CAP members Capt John Binder and his wife, Capt Andrea Binder who have been instrumental in putting storm damaged Corona Airport back together”.

This was the worst flood in the history of the airport. The Prado Dam officials notified the airport of impending flooding when the dam reached 505 feet. At that point there were already two feet of water entering the hangars on the west end. The airport starts at 516 feet. There was approximately 30,000 cubic feet of water per second entering the area, with only 4,800 cubic feet per second exiting.

There are many aircraft kept at Corona by owners who live out of town and even out of state. Many could not get to Corona in time to move their aircraft. Many of the aircraft owners are elderly and physically could not move quickly enough to get their aircraft out through the water by themselves.

One of the worst situations was a WWI TT22. The 72 year old pilot/owner, known to everyone as Bernie, had recently completed years of pains taking work, restoring the aircraft to original condition. There were only ten hours on the engine before the flood came. He felt that everyone had too much to do and did not



*Local news reports stated that the west end of the Corona airport was flooded under at least five feet of water. The runway is at the top of the photo.*

ask for any assistance evacuating the aircraft. As the ten foot deep floodwater filled his hangar, the aircraft floated off its jacks instead of becoming submerged, and as the water receded, the aircraft was gently deposited back on the jacks in its original position. The damage sustained thus far is to the motor, the propeller, and the canvas removed.

Once the water receded, what was left behind was incredible. There were refrigerators, branches, couches, beds, furniture, sheds, oil bottles and a myriad of other trash, not to mention 12 inches of the slipperiest mud cadets have ever seen. Clean up could not begin until local Hazardous Materials crews had cleared the airport and declared it safe.

Nestled on 100 acres of U.S.

Army Corps of Engineers land (leased to the City of Corona), behind a willow forest in the Prado Basin, lies the small, community oriented, Corona Municipal Airport. This airport is home to almost 400 privately owned aircraft and is used strictly as a general aviation airport, with no commercial passenger flights. The Corona airport is extremely active, with over 60,000 annual landings and takeoffs. All funds to operate and maintain the airport are generated through their local user rental fees as well as state and federal airport grants.

A major priority for airport management and staff is that the airport always be self-sustaining. “That is why Chino Cadet Squadron 20, and the other squadrons of Civil Air Patrol who helped us,

*Continued on next page . . .*

## **Chino Cadet Sq. 20 Evacuates Corona Airport**

*Continued . . .*

were so very much appreciated in our clean up after our huge flood. There was no money for the extra manpower required to do all this emergency work”, according to Corona’s Rich Brodeur. “This is the cleanest I have ever seen this runway, I didn’t know cadets could work so hard.” CAP Capt John Binder added: “We had to stop sweeping, because we were starting to sweep up the runway asphalt,”

“Capt. Andrea Binder arranged for safety equipment to be donated. The local business owners of “Cal-Olympic Safety” gave gloves, goggles, masks, squeegees, safety vests and more. “Binder was also instrumental in organizing the food for the volunteers. Everything from Chick-Fil-A, Round Table Pizza, Red Robin, Carl’s Jr., and Chipotle,” said Airport Administrator, Susan Langham. “She, and those neighborhood restaurants were a God send to feed the all of the volunteers who worked so hard.”

Cadets were tasked with securing areas of the airport that were unsafe or that had not been cleared for reentry. Many helped with squeegees, sweeping, clearing hangars and placing aircraft in safer areas. Cadets and seniors swept and cleared debris from the runway. Civil Air Patrol volunteers worked for two weekends, including the Martin Luther King Holiday, to help with the clean up at Corona Airport. Volunteers ranged in ages from 12-50. Many of the Civil Air Patrol cadets came from the neighboring com-



*Cadet Andre Bodine pushes plane to safety.*

munities of Anza, Norco, Corona, Chino, Chino Hills, Ontario, Hemet, Murrieta, Fullerton and Riverside.

“We want to do something special for the cadets that volunteered so many hours and worked so hard,” said Fred Peters, a Master Lease Holder and one of the original builders of Corona Airport. “We don’t know exactly what yet, but we will do something after the mud settles. One idea is to have the pilots that are certified ground instructors teach and certify the cadets that participated.”

“We would do it all over again, rain or shine. When Corona Airport needs us, we want to be there,” stated CAP cadet Brendan Dougherty. “Civil Air Patrol is at the top of my list for notification. I wish I had called them sooner. They came to me in my hour of

need and we are so grateful.” said Corona Airport Manager Rich Brodeur. Irma and George Bougeokles, owners of “Paint by George”, offered their hangars to many people that could not put their planes on tie-downs. “Paint by George” paints many CAP aircraft and even had Squadron 40’s aircraft onsite primed and waiting for paint. “This is the second week the airport has been closed, but this is the soonest I can remember that we have been able to be partially open, its amazing to see everyone coming together to work as a community. The Civil Air Patrol has been a factor in getting the airport back to normal,” Irma Bougeokles stated. The Civil Air Patrol is a very well known entity in Corona now, and has earned the respect of those associated with the airport.



# Cadet Receives the “Call” of His Life

*2d Lt C. Tiffany Kolosick, Squadron 68*

Costa Mesa, California – —Cadet 1st Sgt Aaron Mackie of Composite Squadron 68 received the call of his life in February. U.S. Congressman Dana Rohrabacher called to inform him that he had been accepted into the U.S. Air Force Academy. Cadet Mackie arrived at his squadron meeting the very next night to share the good news.

His squadron commander Lt John Foote later commented, “Mackie has excelled and achieved greatness and I congratulate him. I am sad to see him go. He has been our first Sergeant for quite some time and I am at a loss as to how to replace him while he is away. He has done an outstanding job and he will be missed. I wish him well and look forward to his return.”

Since joining Civil Air Patrol three years ago, Mackie participated in many CAP activities including encampment, various air shows, and Race for the Cure. He completed his General Emergency Services training and an Advanced Communications User Training card (ACUT).

Mackie’s advice to other cadets is “Don’t ever loose focus, study hard, and always reach for the stars. Never settle for less than the best”

Mackie 18 is currently a student at Golden West College and a lifeguard for the city of Huntington Beach. A 2004 graduate of Huntington Beach High School, Mackie represented the school on the water polo team all four years, and competed on the swimming and the track and field teams.

The skills he learned in the Civil Air Patrol, along with a good letter of recommendation from Major Alan Dow, secured a full semester scholarship from the Falcon Foundation to attend North Western Preparatory School in Crestline, California. The purpose of this preparatory school is to prepare prospective cadets for an appointment to the Academy. The Falcon Foundation, a private, non-profit foundation, provides scholarships to private preparatory schools seeking admission to the U.S. Air Force Academy.



*Aaron Mackie of Composite Squadron 68.*

Cadet Mackie had to meet stringent requirements in order to be selected as 1 of 100 individuals awarded this scholarship each year. For those of you interested in the requirements for this scholarship, see the web-site link for additional details. <http://www.usafa.af.mil/pa/factsheets/falconfo.htm>

Incidentally, Mackie has a younger brother, Scott, who is Cadet Airman First Class and also is in his squadron. Mackie said, “It has been great to have a brother in CAP. While one of us shines shoes, the other presses the uniforms. We have both learned to work together as a team. The Civil Air Patrol has also taught me how to take responsibility for my actions.”

**WE SERVE . . . THAT OTHERS MIGHT LIVE!**

## **Squadron 18 Cadet Accepts Appointment to West Point**

*Stephen M. Dolgin, Lt Col, CAP*

The East Bay Cadet Squadron is proud to announce that Cadet Staff Sergeant Samantha Nicoll received an early appointment to the U.S. Military Academy, West Point.

Samantha says she is very excited and looking forward to attending. She says she is strongly committed to a career in the U.S. Army as an officer and wants to have the best education and training possible to prepare her for the challenges of being a leader. She said "I have a burning desire to defend Americans and their rights, while extending liberty to others around the world."

Samantha has demonstrated outstanding leadership in various positions in the squadron and in her outside activities. She completed Encampment August 2004 and was a member of the honor flight. She says that Civil Air Patrol has been very instrumental in making her West Point dream possible.

Samantha is a top student at Foothill High School in Pleasanton, CA and participates in varsity tennis and lacrosse. Her lacrosse team was undefeated and ranked no. 1 in California. She was also the number one doubles tennis player at her school. Samantha also participated in an engineering, mathematics and science competition and has acted as a peer tutor. On top of all that, she also finds time to hold a job at a local ice cream store.

This is the second year in a row that Squadron 18 has sent a cadet to a service academy. Last year Cadet 2d Lt Clayton Ten Eyck won an appointment to the Air Force Academy and is doing well in his first year there. The squadron also has a cadet in college Air Force ROTC and another now serving in the Per-



*Samantha Nicoll received an early appointment to the U.S. Military Academy, West Point.*

## **Cadet Has Eyes, Mind, Toward the Sky**

*Joel L. Mehler, Squadron 84/PAO*

C/CMSgt Marie Barrett, an 18-year-old Desert High School senior who has served with Civil Air Patrol since 2003, is certainly deserving of the honor of being selected as Squadron 84's "Cadet Of The Year 2004".

With her immediate sights set on a college education in the United States Air Force Academy in Colorado starting in the fall of 2005, C/CMSgt Barrett recently received a prestigious nomination for entry into the Academy following a meeting with U.S. Congressman Bill Thomas.

A native of Pennsylvania, C/CMSgt Barrett did not exactly decide on a military career by accident. Her mother, a USAF Major, was relocated to Edwards in July 2004 to continue a career in bioenvironmental engineering. It was one of her mother's work colleagues, ironically, who introduced C/CMSgt Barrett to CAP as one way of beginning the career path that she hopes to follow as a lifelong endeavor.

While many of her high school peers spend much of their free time shopping at the local mall or taking in a movie after classes have ended for the day, C/CMSgt Barrett, the 2004 Squadron 84 Cadet of the Year, is often found taking an important step toward a career as a fighter pilot. With regular activities that include CAP meetings every Tuesday evening, Color Guard practice drills on select weekends, or participating in educational field trips at EAFB, C/CMSgt Barrett accepts each of her responsibilities as important stepping stones towards "serving my country, either in this war, or during some other conflict that our nation may be involved in at some point in the future."

A soccer aficionado who also runs in cross-country competitions (she competed in the state finals in Colorado in 2002, where she finished the 5K with a time of 23:08—"my best in that event was actually 21:00"), C/CMSgt Barrett recognizes that she "may not be the best at everything I do, but I think that I try hard to accomplish my goals, and that is why I believe I will be successful at whatever I attempt".

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sian Gulf with the USMC Reserve.

The squadron members are very excited about Samantha's appointment and know she will excel there.

# ***CAP Squadrons Tour Navy's Newest Aircraft Carrier USS RONALD REAGAN***

***1st Lt Chris Storey, Fullerton Composite Squadron 56  
Capt Dennis Ammann, Cadet Squadron 144***

SAN DIEGO, CA – “Peace Through Strength.” This is the motto of the USS RONALD REAGAN (CVN-76), the United States Navy’s newest nuclear-powered aircraft carrier, homeported at Naval Air Station, North Island, in Southern California’s San Diego Harbor.

The USS RONALD REAGAN is big. It is as long as the Empire State Building is tall. It towers 20 stories above the waterline, and can travel at speeds in excess of 30 knots (35 mph). When deployed, it is home to approximately 6,000 men and women on their mission to provide sea-based tactical air power in defense of America’s right to freedom of the seas and protection of United States sovereignty.

“I was shocked by the sheer size of the USS RONALD REAGAN from the moment I first saw it,” Cadet Tech Sgt Jordan Petree of the Fullerton Composite Squadron 56, said.

On March 12, 2005, 23 Civil Air Patrol members from three Southern California squadrons had the rare opportunity to tour the USS RONALD REAGAN. Their host and guides for the day were Lt Chad Simpson, USNR, Petty Officer 3rd Class Laura Weber, Petty Officers 2nd Class Tracey Borrero, Royce Jones, John Obispo, and Seaman Johnny Douglas. Throughout the day, these men and women displayed great pride in being a

crewmember aboard the USS RONALD REAGAN. Simpson also has the distinction of being a “plank owner.” In naval terminology, a plank owner is one of the original commissioning crewmembers of a ship.

The tour began with a short lesson on naval etiquette. Civil Air Patrol members were instructed on the custom of saluting the national ensign flying from the stern, the back end of the ship in civilian terms, and the officer of the deck upon boarding and leaving a commissioned vessel. Members also received a briefing on safety while aboard. The USS RONALD REAGAN is, after all, a warship.

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***“There is value in always being correct in your actions. Learn good habits and apply them at all times, even when nobody is watching.”***

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Hangar Bay Number One was the first stop where, along with two other below deck hangar bays, 80 combat aircraft such as F/A-18 Hornets, S-3A Vikings,

EA-6B Prowlers, E-2C Hawkeyes, C-2A Greyhounds, and SH-60F Sea Hawk helicopters are stored and maintained in battle ready condition.

After ascending three very steep flights of stairs, called ladders aboard a ship, the group toured a ready room used by E-2C Hawkeye flight crews for mission briefings and debriefings.

“All the aircraft sorties flown are dependant on the specific and overall mission of the USS RONALD REAGAN. From the aircraft fuel load to the types of weapons carried, everything is mission driven,” Simpson said.

After what seemed another endless maze of passageways, the group arrived in the forecandle, or fo’c’sle in naval terms, where the anchor chains for the two massive 30-ton anchors are handled. The USS RONALD REAGAN is big and so are its anchors and chains. Each link of anchor chain weighs 360 pounds. On a ship of this size, dropping or raising anchor can be dangerous and requires close coordination and teamwork. Petty Officer 2nd Class Royce Jones explained the vital importance of teamwork in this or any type of hazardous environment. Jones, an Aviation Support Equipment Technician, also explained the importance of leaders holding themselves to a higher standard and always setting a good example for those you lead.

*Continued on page 47 . . .*

## USS RONALD REAGAN

*Continued . . .*

“There is value in always being correct in your actions. Learn good habits and apply them at all times, even when nobody is watching,” Jones said.

After more winding passages the group stepped out onto the flight deck. The USS RONALD REAGAN is gigantic and the flight deck is no exception. The flight deck covers four and a half acres with four aircraft launching catapults; two bow “cats” and two waist “cats” (amidships). Superheated steam at 1,200 psi, from the ship's two nuclear reactors, is used to hurl an aircraft from zero to 120 mph in three seconds, creating a force of three G's.

“A catapult launch from an aircraft carrier is the ride of a lifetime,” Simpson said.

Simpson explained the process of how the USS RONALD REAGAN launches and recovers its aircraft. There is enough space on the flight deck that aircraft can be simultaneously launched and recovered, or trapped as the Navy calls it, by three massive arresting cables stretching across the rear portion of the flight deck. The arresting gear is so powerful it can stop a 28-ton aircraft traveling at 150 mph in less than 400 feet.

The group toured the “bubble,” a tiny glass enclosed compartment protruding above the surface of the flight deck where the catapult officer controls the actual launch of each aircraft. Simpson also explained the role of the Landing Signal Officer (LSO) stationed on a platform just off the edge of the flight deck. The job of the LSO is to “talk

*Continued on page 49 . . .*



*Members of the Civil Air Patrol aboard the aircraft carrier USS RONALD REAGAN (CVN-76) during a tour on Feb. 12, 2005, at the ship's homeport of San Diego, CA. Cadet and Senior Members of the Civil Air Patrol saw firsthand the newest example of how the United States Navy can project tactical air power over sea and land. (CAP photo/1st Lt Chris Storey)*



*On the bridge of the USS RONALD REAGAN, Lt. Chad Simpson, USNR, explains to a group of Civil Air Patrol Cadets the intricacies of maneuvering a ship this big in formation with other ships during a tour on Feb. 12, 2005, at the ship's homeport of San Diego, CA. Simpson, one of several on board the USS RONALD REAGAN qualified to drive the ship, explained the importance of teamwork and communications when underway in close quarters. (CAP photo/Capt Dennis Ammann)*

## **USS RONALD REAGAN**

*Continued . . .*

down” and guide each aircraft to a safe landing and evaluate each one to ensure the pilots are always performing at their best.

Through another maze of passageways and up more ladders to 14 decks above the waterline, in the towering superstructure of the USS RONALD REAGAN known as the “Island,” is the Primary Flight Control station. From here the Air Boss has an unobstructed view of the entire flight deck and commands all of the flight deck operations.

Up another ladder, now over 100 feet above the waterline, is the Bridge. From here, the captain directs the movement of the USS RONALD REAGAN while at sea. From the flat-screen displays to the fiber optic LAN, everything on board the newest ship of the fleet is state-of-the-art. Prominently mounted on the bulkhead behind the helmsman is a 406 MHz Emergency Position Indicating Radio Beacon (EPIRB), the maritime equivalent of the aircraft Emergency Locator Transmitter (ELT) with which Civil Air Patrol members are so familiar. As powerful as the ship is, one still needs a way to call for help. Even with all of the high-tech and its state-of-the-art systems, the ship is steered the same way that ships have been steered for hundreds of years, by a sailor standing behind a wooden ships wheel.

Simpson is a naval aviator, but he is also a qualified officer-

of-the-deck when underway and was able to explain his job of maneuvering the ship while at sea and in close formation with other ships of the battle group. This is an enormous responsibility, especially at night during flight operations, and Simpson is one of a select few members of the crew who is qualified to drive the ship. The tour and Simpson’s explanations of how the aircraft carrier fills such a vital role in protecting America was certainly not lost on those members in attendance.

“It all came together to show me the power of the aircraft carrier and its import role in protecting our country,” Petree said.

Being a floating city, the medical department of the USS RONALD REAGAN is complete with surgical suites, a trauma level emergency department, a dental clinic, and an outpatient clinic. This miniature hospital is capable of treating all types of injuries and maintaining the health of the approximately 6,000 men and women who will ultimately call the USS RONALD REAGAN their home, some for two years at a time.

It is fitting that the ship named after our 40th President and Commander in Chief has a space dedicated to preserving the memory of “The Great Communicator.” The President Ronald Reagan Room is adorned with photographs, video screens playing some of his greatest quotes,

and artifacts commemorating the life and achievements of Ronald Reagan. The centerpiece of the President Ronald Reagan Room is a uniform worn by Lt. Reagan during World War II while assigned to the 322nd Calvary, Company B, U.S. Army.

At the end of the day, standing on the pier in the shadow of the USS RONALD REAGAN, Simpson offered some words of wisdom to the cadets on the importance of striving to do your best in school and when seeking a job, to pick one that you enjoy, as this will increase your ability to be successful at your profession.

“Never accept no for an answer. If you want it, keep pushing for it, and find a way,” Simpson said.

Civil Air Patrol members from the Fullerton Composite Squadron 56, the San Diego Cadet Squadron 144, and the South San Diego Cadet Squadron 201 are indebted to their hosts for giving them a unique look at the newest symbol of American military pride. The experience was nothing less than awesome.

I have been aboard the USS MIDWAY, the USS ENTERPRISE, the USS KITTY HAWK, and the USS JOHN C. STENNIS, but nothing matches up to the USS RONALD REAGAN,” Cadet Airman Alex Ramos, of the San Diego Cadet Squadron 144, said.



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# San Diego CAP Squadrons Participate in Veterans' Day Parade

*Capt Dennis Ammann, San Diego Cadet Sq. 144 PAO*

San Diego, CA – Each Veterans' Day the 147th Combat Communications Squadron (CBCS), California Air National Guard (ANG) invites San Diego Cadet Squadron 144 to join them in the annual San Diego Veterans' Day parade along the downtown San Diego embarcadero. This was the third year Cadet Squadron 144 participated to show support to the veterans who served so faithfully in defending our great nation in years past. Last year's event was unique as South Bay Composite Squadron 201 was also invited and brought our total attendance to ten.

All CAP personnel reported to TSgt Andy Remis, the CAP ANG liaison representative at 0900 hours in back of the San Diego County Admin Building. TSgt Remis is a member of the 147th CBCS, ANG color guard



*California Air National Guard's (ANG) color guard in front of their all terrain vehicle. Our cadets are holding the balloons to give to children along the route next to the second vehicle in the background.*

and maintains electrical generators as a guardsman. After a brief of the parade plan by TSgt Remis, Capt Ammann provided a safety brief.

While waiting in the parade staging area, the cadets fanned out to see what other groups were participating. There were numerous veteran's groups, Jr. ROTC units, high school bands, military bands, and antique car clubs, one of which had four WWII vintage U.S. Army vehicles in mint condition.

Although the morning started out cloudy, the sun broke through by 1000 hours and provided a bright sunny day for the entire parade. This year's parade appeared to have more units participating and seems to grow larger each year. The cadets were initially handing out ANG helium balloons to the children along the embarcadero, but they soon ran out of balloons and switched to ANG recruiting materials, such as posters, pencils, Frisbees, and also paper American flags and

*Continued on next page . . .*



*Left to right: Capt Dennis Ammann, Sq. 144; C/Amn Nicholas Struck, Sq. 144; C/A1C Kyle Higgins, Sq. 144; C/A1C Jacob Cano, Sq. 201; C/2d Lt Christopher Sexton, Sq. 201; C/A1C Peter Kler, Sq. 144; C/SrA Preston Rhea, Sq. 144; C/SSgt Francisco Scharff, Sq. 201; C/TSgt Bobby Couer, Sq. 144; and C/A1C James Hurn, Sq. 144.*

# RIVERSIDE AIRSHOW

*Capt Andrea Binder, Chino Cadet Squadron 20*



*C/TSGt Meredith, Sq. 59, stands at the ready.*



*Cadet flight assemble for briefing.*

Riverside, CA – “Once again, I don’t know how we would do this airshow without the Civil Air Patrol’s assistance”, stated Tom Miller, member of the Riverside Airshow Committee. “The cadets are awesome, their customs and courtesies are the best.”

This year’s air show marked the last time that its biggest star, a C-141 Starlifter from March ARB, would participate as a local.

At the end of April, the C-141 will be departing March ARB. The base will be welcoming in the new C-17’s to replace it. As part of a long term project, various areas of the base are being reconfigured to accommodate the C-17’s arrival. Major Donald Traud, with the March Air Reserve Base’s 452nd Public Affairs office, expects the base to be welcoming the C-17 in August.

Reservist Major Bob Miller, who also serves as Chino Cadet Squadron 20’s commander, was sent to Washington State for Crew Chief’s training on the new C-17. While Major Miller was attending his training, he also instructed at an Emergency Services Training exercise with the Civil Air Patrol’s Washington Wing.

*Continued on page 52 . . .*

## **Squadron Participates in Veterans’ Day Parade**

*Continued . . .*

candy. It appears that the ANG is the only participant that hands out “freebies” to the people who line the streets each year. They are also the only active military organization that drives military vehicles down the parade route. Their two huge green camouflaged all terrain transport vehicles really project a commanding presence for the ANG.

It’s always very gratifying to see the people along the parade route applaud and wave their American flags as the cadets walk

along side the ANG trucks. The actual half-mile walk down the parade route seems to flash by as the veterans would salute and thank the ANG for their service to the country. There were many vets in uniform, both in the parade and as spectators, many were wearing their medals, some with Purple Hearts. The reviewing stand was the half way point filled with dignitaries. The ex-USS MIDWAY (CV-41) marked the end of the parade.

This year’s Veteran of the Year was Mr. John Smith who served as a U.S. Army combat field medic with the 1st Air Cal-

vary Division in Vietnam from 1968-1969. He was awarded three Purple Hearts and the Bronze Star during his combat tour while treating wounded soldiers during battle. Mr. Smith is a member of seven different veteran’s organizations and has spent 25 years volunteering his time serving them.

Once back at the assembly area, the cadets thanked TSgt Remis for allowing CAP to attend. Hopefully next year, CAP will have twice as many members attending this most meaningful event to show our support to the veterans and assist the ANG. ★

## RIVERSIDE AIRSHOW

*Continued . . .*

Captain John Binder, Chino Cadet Squadron 20, has been the CAP project officer of the Riverside Airshow for the past five years and a member of the Riverside Airshow Committee since 2004. "The Riverside Air Show has become an Inland Empire Tradition", said Captain John Binder. C/2d Lt Daniel Brown and C/CMSgt David Hawkins, both of Clover field Composite Squadron 51, Santa Monica, Calif., served as cadet commander and deputy commander respectively. Squadron 20's C/SMSgt Nick Boswell served as 1st Sergeant.

This year's show boasted four flights and plenty of senior supervisory personnel. Squadrons that participated this year were Chino Cadet Squadron 20, Cable Composite Squadron 25, Billie LeClaire Composite Squadron 31, March Field Composite Squadron 45, Pancho Barnes Composite Squadron 49, Hemet-Ryan Composite Squadron 59, Clover Field Composite Squadron 51, Fullerton Composite Squadron 56, Saddleback Composite Squadron 68, and Beach Cities Composite Squadron 107.

Cadet Basic Nickolaus Ponce, from March Field Composite Squadron 45, had a unique experience when he met with a B-17 crewman, USAF 2d Lt Roy Test, who autographed an air crew photograph. Ponce was very excited to speak with someone who had worked with such a large aircraft.

C/TSgt Meredith from Hemet-Ryan Composite Squadron 59 found a lost boy. "The boy

was asking for his Mommy and Daddy," stated C/TSgt. Meredith. "I took the boy with me to see C/TSgt. Brendan Dougherty, from Chino Cadet Squadron 20, who had a radio. We contacted Captain John Binder, who told us to take him to the main stage." "It was very rewarding to see him reunited with his parents", said C/TSgt. Meredith. Captain John Binder said, "This was the only lost child during the entire air show and we are very proud that our cadets were watching their surroundings and acting in a responsible manner." "It made for a quick resolution."

At the beginning of the air show the Civil Air Patrol was alerted to an active ELT beacon going off at near by Brackett Airport. Lt Col Pat Robinson was the incident commander. 2d Lt Chris Mattson and C/SMSgt Devin Strzok, both from Chino Cadet Squadron 20, and C/SSgt Nathaniel McMurray from Pancho Barnes Composite Squadron 49, were cleared to go to Brackett to locate and deactivate the emergency beacon. They located it quickly enough to return before 11 a.m.

Lt Col Jackie DeCosta and Lt Col Fred Mahadocan from Pacific Region who both staffed the recruiting booth, and 1st Lt Richard Whaley displayed his ground team vehicle. San Bernardino Senior Squadron 5, which just recently moved to Riverside Airport, also displayed the CAP Corporate aircraft CF453.

Captain Andrea Binder and 2d Lt Suzy Shea created certifi-

## LEADERSHIP . .

• There are four ingredients leaders have that generate and sustain trust:

### 1. CONSTANCY

Whatever surprises leaders themselves may face, they don't create any for the group. Leaders are all of a piece – they stay the course.

### 2. CONGRUITY

Leaders walk their talk. In true leaders, there is no gap between the theories they espouse and the life they practice.

### 3. RELIABILITY

Leaders are there when it counts. They are ready to support their co-workers in the moments that matter.

### 4. INTEGRITY

Leaders honor their commitment and promises.

cates for CAP participants and attached 2005 airshow pins, provided by the Riverside Airshow Committee. Captain John Binder said, "Thanks again to all who participated and made this airshow the best it could be."

