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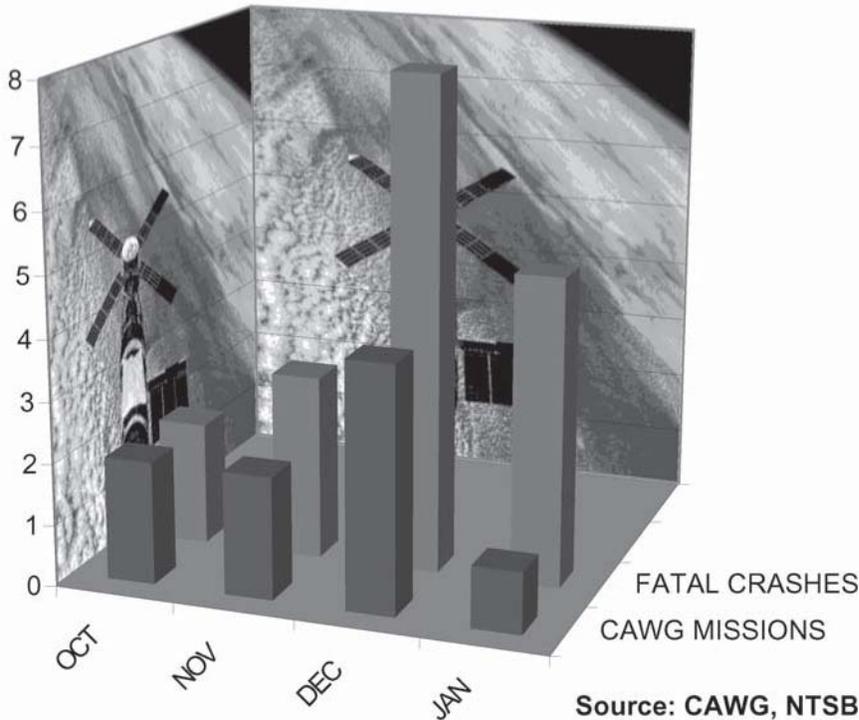
*ES statistics and facts. A  
Review of Recent California  
Wing REDCAP Activity.*

**CAPTAIN'S LOG:  
CAWG Emergency  
Services By The  
Numbers**

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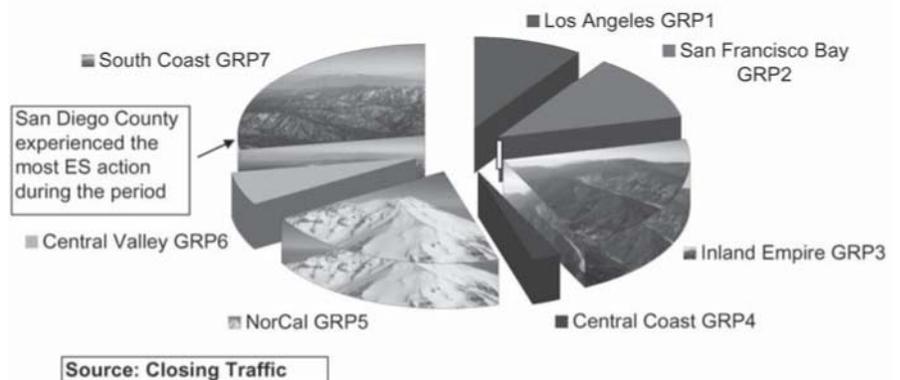
# Missing-Aircraft Missions vs. Fatal Aviation Accidents



*A snapshot of the Wing's missing-aircraft missions as compared to the number of fatal crashes reported by the National Transportation Safety Board. December brought the misery of eight fatal crashes, and CAWG responding to half. In October, CAWG was called in to find both fatal wrecks.*

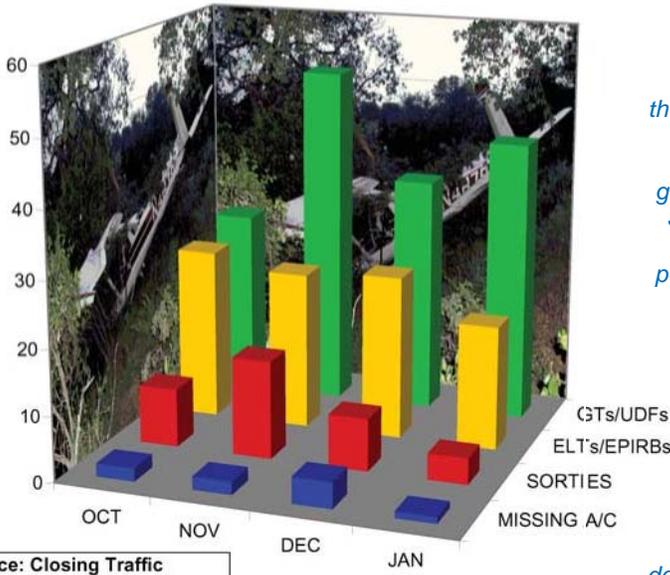
*South Coast Group 7 got most of the Mission action during the period of October 2005 to January 2006, according to an unofficial estimate based on formal closing traffic. As usual the ICs, ground teams, UDFs and CAPflights often come from neighboring Groups. The big cities and the central valley were relatively quiet.*

## No Sleepy-Time Down South



# REDCAP IN REVIEW

**DEBRIEFING:** Though the number of ELT/EPIRB missions remained relatively stable during the opening of the ES year in October through January, CAP's responses to missing-aircraft averaged one per week last December during a month when the NTSB reported only eight fatal accidents in California in all classes of aviation. According to Lt. Col. Beth Wordsworth, DDC, both October and November missing-aircraft missions as well as January's single mission included an aircraft discovered safely on the ground, whereas all four of December's were fatal crashes. Of the



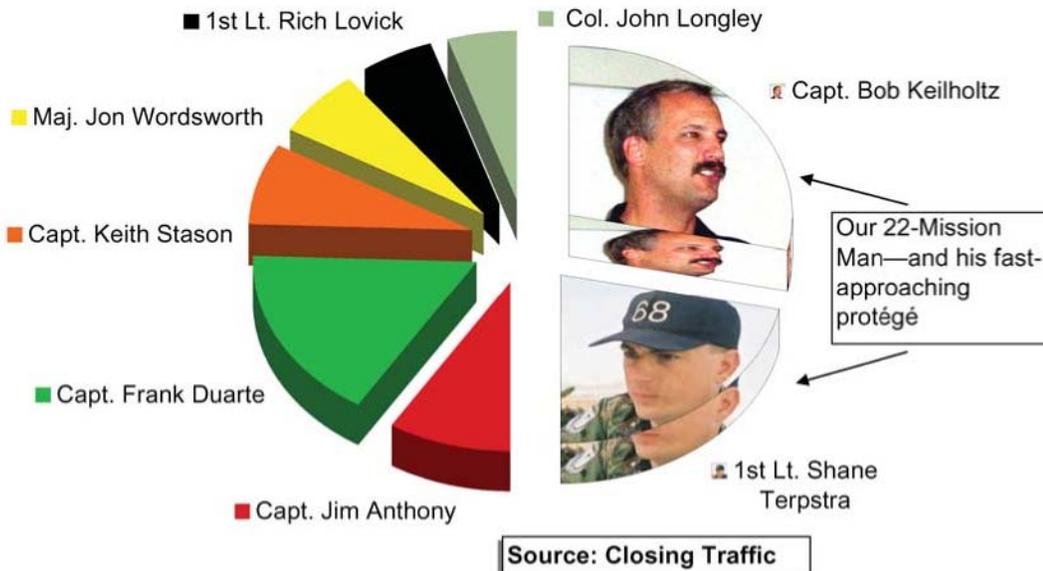
Source: Closing Traffic

January ELT missions, one "involved securing three ELTs in separate locations, including one in a crashed aircraft near Fox Field, Lancaster," said Col. Wordsworth. **Critical missions** include the 18-19 October search for the missing Lancair that dropped off radar flying from Gillespie Field to Scottsdale, Ariz. IC Capt. Bob Keilholtz reports: "This two day mission used seven aircraft (flying 24.5 hours), one ground team, and 33 members, at a savings to state and local governments of over \$3,000." On

10 November, a northern search for a Beech F33 flying Redding to Santa Rosa that began when the pilot, an attorney, missed a court date. IC Ray Peterson dispatched air crews and ground teams, but a Sonoma County sheriff's helicopter beat them to the crash site. Col. Peterson reports: "This mission demonstrated how quick response and cooperation with California highway patrol and County Sheriffs can get the mission accomplished." Finally, Thanksgiving

came late (or Christmas came early) for the entire Wing in early December when CAP planes participated with the Los Angeles County Sheriff's Department and the U.S.A.F. 84th Radar Evaluation Squadron at Hill AFB, Utah, in a Distress Save of two men whose glider (without ELT) was lost in the San Gabriel Mountains and found using the AF-supplied last-known position in a canyon wash at 4,200 feet. IC Keilholtz called it "the classic missing-aircraft search and-rescue mission." **Digress Finds:** Also in the run-up to Christmas, IC Keith Stason dispatched a UDF team to a Dublin Sports Chalet sporting goods store where they found an "unregistered PLB" had been "activated by store personnel to demonstrate its use to a potential customer." We hope 2nd Lt. Scott Lofgren at least got free MREs for his troubles. IC Lt. Shane Terpstra ran the last mission of last year—and the first of 2006, sending a crew to the front lines of Alpine. "Thanks to Bob Keilholtz and Tom Charpentier for their late night efforts in locating this signal and dodging gunfire on New Year's Eve." **Source:** Unofficial estimate based on Mission Closing traffic.— **Capt. Greg Solman**

## Keilholtz: The WMAO's Best Friend



Source: Closing Traffic

A picture of the Incident Commander load during the period showed Capt. Bob Keilholtz running most of the Missions (22) from the south of Group 7, with 1st Lt. Shane Terpstra (17) pulling in long hours on the beach, and Capt. Frank Duarte (13) crowned king of the north. None of the ICs polled (including Keilholtz, who often handles missions for long periods before handing off) were quite sure just how many Missions they'd handled. **Source:** Unofficial estimate based on Mission Closing traffic.