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On Board the USS Hornet





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Submission guidelines: As a thriceyearly publication, the magazine is not suitable for dated material on routine Squadron or Wing activities. PAOs and other correspondents should generally avoid subjects and styles typical of newsletters. Use the Associated Press Stylebook or read the latest magazine for style points. Never imbed photographs within documents. Send photographs as separate email attachments with complete captions. Always include contact information at the top of copy. Email articles, along with .jpgextension photographs of a minimum one Mbyte resolution or higher, to: david. oberhettinger@cawgcap.org.

Other material should be sent to California Wing Civil Air Patrol, Attn: *Bear Facts*, P.O. Box 7688, Van Nuys, CA 91409.

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Col. Ross E. Veta California Wing Commander

Lt. Col. David Oberhettinger Asst. Director of Public Affairs Editor, *Bear Facts* Magazine



By Col. Ross E. Veta, CAP Commander, California Wing





Dear Fellow California Wing Members,

Every day I am reminded of the power and opportunity that each and every one of us has to enrich the lives of others through our membership in this great organization. Whether it be searching for a downed aircraft and rescuing its occupants, to handing out meals at a food bank, or whether it is simply helping a fellow member through tough times, or encouraging each other, the power lies within us all. It is up to each and every one of us to seize the opportunity to enrich someone's life every time it presents itself and do what we believe is right. Every time you change a life for the better, you change the world for someone, for it is through the eyes of those we influence that the world exists, just as it does through our own eyes. Every time we enrich someone's life the world becomes a better place not just for those we assist or influence but through our own personal growth as humanitarians.

Over the past 4 years I have witnessed the kind and powerful heart of this organization, the charitable attitude, the humanitarian spirit. I have witnessed the growth of our organization as well as the individuals within, all fueled by the spirit of our professional volunteers. I am so proud of where this Wing has come with its growth, expansion, and development. The professional volunteer spirit is as vibrant today as it has ever been in California Wing. I want to thank each and every one of you for being part of this great organization, for your volunteer spirt, your compassion and your caring. You change the lives of so many for the better each and every day. As I've said before, I am grateful and honored to have the opportunity to serve others with people so fine as you. Thank you all for all you do for us all.

Best regards, Col. Ross E. Veta, CAP California Wing Commander

ON THE COVER: Members of Lt. Col. Arthur King Composite Squadron 50 tour the USS Hornet Sea, Air & Space Museum.

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PROUD TO SUPPORT CAP!



On Board the USS Hornet with Composite Squadron 50

By Capt. Joseph LeChuga, CAP

It was hot! California's Central Valley has been breaking records this summer, with temperatures reaching over 110° Fahrenheit! So, the cadets and senior members of Lt. Col. Arthur King Composite Squadron 50 in Modesto were looking forward to spending some time along the cool waters of Alameda on the San Francisco Bay. Especially when that entailed getting a special tour and an overnight stay on board the Navy aircraft carrier USS Hornet.

The USS Hornet Sea, Air & Space Museum is an actual U.S.





From the back row, left to right: 2nd Lt. Danell Daniels, Cadet 2nd Lt. William Haskett, Cadet Staff Sgt. Jacob Bird, Cadet Master Sgt. Noah Bird, Cadet Chief Master Sgt. Jonah Bird, Cadet Chief Master Sgt. Noah Daniels, Cadet Airman 1st Class Dale Torres, Cadet 2nd Lt. Judah Corkwell, and Capt. Joe LeChuga.

From the front row, left to right: Cadet Airman Millicent Holderbein, Cadet Airman Izaac Aguilar, Cadet Airman Dayna Moran, Cadet Airman Grant Fahrney, Cadet Airman Brennan Vita, and Cadet Senior Master Sgt. Grace Benham. Photo credit: Cadet Chief Master Sgt. Jonah Bird

Cadets on the flight deck with a Navy trainer aircraft. Photo credit: Cadet Chief Master Sgt. Jonah Bird

Navy aircraft carrier which was in service during World War II, Korea, and Vietnam, and played critical roles in the early NASA space program. The exhibits and aircraft they have on display show the long and honored history of this great ship.

After leaving our squadron headquarters building at Modesto Airport on Saturday afternoon, we traveled an hour and a half to our big new home for the night.

Once we reported to the gangway, our docent Lou Somontes took us on board and straight to our berthing area below decks where we picked our bunks and dropped off our luggage. Then it was back up to the hangar deck which served as our assembly area. After Lou gave us the standard Safety Briefing for overnight guests, he led us down a couple of decks to our awaiting dinner. Lasagna—yum!

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After dinner, our very informative guide took us straight up to the flight deck where he explained all the complicated workings of the machines and sailors interacting in the launching and recovery of aircraft. This delicate and dangerous ballet on the open sea has claimed the lives of those who did not stay alert. Lucky for us, the museum doesn't move.

From the flight deck Lou took us to "The Island," which is the superstructure of the ship, and to the rest of the carrier. We went up to the bridge, to the officers' ward room, the catapult room, sick bay, the Chiefs Galley, the G-Dunk (sort of a snack bar), the brig, the engine room, and the CIC (Combat Information Center)—just to name a few. It was a very thorough tour, but soon it was time to turn in. So back down to the enlisted berthing we went. After arranging our bed and gear, it was Lights Out. It didn't take long before our entire squadron was fast asleep.



Our USS Hornet Guide, Lou Somontes, familiarizes cadets with the instruments on the Bridge of the ship. Photo credit: Cadet Chief Master Sgt. Jonah Bird



Cadet Airman Millicent Holderbein studies the information in the NASA exhibit. Photo credit: Capt. Joe LeChuga



Capt. LeChuga and Squadron 50 cadets pay close attention as Lou Somontes explains the process of launching an aircraft in the catapult room. Photo credit: Cadet Chief Master Sgt. Jonah Bird

Sunday morning, September 11, began with Lights On at 0700. Once everyone was out of the head (Navy for bathroom) and dressed, it was time to pack up and scramble upstairs to the assembly area for breakfast. In the assembly area we fell in for formation; the senior cadets took an accountability report, then formed the squadron into a single file line to cue up for breakfast. It was breakfast burritos this morning with juice, water and coffee. (I will say that personally, I thought the coffee was very good!)

Now it was time for us to pay for our stay by helping out the crew with chores. Our task was to change the mattress covers on the bunks in a forward berthing area. Lou was there to show us what to do. After a slow start, the squadron got the hang of it and was soon working at a steady pace, accomplishing the mission.

We then had some free time to grab some lunch



from a burger vendor, visit the gift shop, and examine the many exhibits on the hangar deck. The NASA exhibit on board included an Apollo Test Capsule, the Mobile Quarantine Facility, and the actual Sikorsky SH-3H SeaKing helicopter which recovered the Gemini 4 crew after splashdown in the Atlantic Ocean while serving aboard the USS Wasp in 1965.

This Sunday being September 11, before leaving the USS Hornet, we had a moment of silence and a formation to pay tribute to the flag in honor of all the 9/11 fallen. Then it was time to leave the ship and head out to our vehicles for our ride back to Squadron 50 Headquarters in Modesto.

At our Final Formation before leaving the squadron headquarters, I asked one question of every cadet (Cadet 2nd Lt. William Haskett, Cadet 2nd Lt. Judah Corkwell, Cadet Chief Master Sgt. Noah Daniels, Cadet Chief Master Sgt. Jonah Bird, Cadet Senior Master Sgt. Grace Benham, Cadet Master Sgt. Noah Bird, Cadet Staff Sgt. Jacob Bird, Cadet Airman 1st Class Dale Torres, Cadet Airman Millicent Holderbein, Cadet Airman Izaac Aguilar, Cadet Airman Dayna Moran, Cadet Airman Grant Fahrney, and Cadet Airman Brennan Vita) and every senior member (SM Tanya Van



Squadron 50 cadets pay tribute to The Colors to honor all the 9/11 fallen. Photo credit: Capt. Joe LeChuga

Oostende, 2nd Lt. Barry Van Oostende, and 2nd Lt. Daniels). That question was: "Who would like to go back again next year?" Every hand was up...including mine!

Editor's Note:

I deeply regret to inform you that Capt. Joseph LeChuga, Commander of Lt. Col. Arthur King Composite Squadron 50 in Modesto, died on 11 February 2023 after a battle with cancer. Capt. LeChuga joined Civil Air Patrol in June of 1983 as a member of Sierra Composite Squadron 72 in Stockton. The activities in the above article typified his commitment to CAP.





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On Guard & Bear Facts Win Top Public Affairs Award

Magazines they edited earned three public affairs officers from the California and Alaska wings first-place Balsem Awards in the national Maj. Howell Balsem Civil Air Patrol Public Affairs Exceptional Achievement Awards for 2022, with the California Wing's Lt. Col. Noel Luneau honored for Best in Show. The Balsem awards program is named for Civil Air Patrol's first Public Affairs Officer (PAO), who served as an Army Air Forces officer during World War II and then as CAP PAO from 1949-1956. The awards competition provides CAP PAOs with the opportunity for recognition for outstanding achievement in up to 11 categories, including Magazine, External Media Coverage, and Social Media.

Their Balsems were announced Aug. 27 at the CAP National Conference in Louisville, Kentucky, along with three second-place Awards of Excellence in three categories and 11 Certificates of Merit in five categories. They were selected from 70 entries in nine categories.



Lt. Col. Luneau is PAO for San Francisco Bay Group 2 and Tri-Valley Composite Squadron 156. In choosing his group's *On Guard Magazine* for not only a Balsem but also the Maj. Al Pabon Best in Show Balsem Award, one judge in the competition praised it as "overall very clean and easy to read." "The range of topics covered in each issue is extensive," another judge said. "The use of embedded videos is a positive." The Group 2 monthly on-line magazine published its first issue in July 2021.

Lt. Col. Oberhettinger edits the California Wing magazine *Bear Facts* as Assistant Wing PAO. One judge lauded the publication's "wide variety of stories," adding that "the editor makes good use of larger images to make the magazine more visually appealing and easier to read." A second judge complimented the "good use of photos within a mixed two-column format." Formerly a magazine delivered by U.S. Mail, *Bear Facts* (like many CAP wing magazines) is presently transitioning to a digital, on-line format.



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National Conference Set for Aug. 17-19

Civil Air Patrol's 2023 National Conference is happening Aug. 17-19 this summer in Bellevue, Washington.

This event brings together CAP members from across the country and features a full slate of activities, including exciting keynote speakers, learning sessions from members and national staff, Hangar Time in the exhibit hall with sponsors and CAP programs, and social events to spend time networking and engaging with other members.

The conference is also the time when Civil Air Patrol recognizes members' fantastic work in a wide range of roles and responsibilities, highlighted by recognition of the CAP Senior and CAP Cadet Members of the Year.

Registration for the conference will open in early April, so start planning now to join us in Bellevue.





'Of the Year' Awards 2022

2022 California Wing Legislative Officer of the Year Lt Col Darryl L. Dunn

2022 California Wing Legal Officer of the Year **Maj Donald R. Hammond**

2022 California Wing Recruiting And Retention Officer of the Year **1st Lt Alan W. Cleveland**

> 2022 California Wing Pilot of the Year **Capt Rex Stuart Demartini**

2022 California Wing Cadet Squadron of the Year East Bay Cadet Squadron 18

2022 California Wing Composite Squadron of the Year **Diablo Composite Squadron 44**

2022 California Wing Senior Squadron of the Year San Jose Senior Squadron 80

2022 California Wing Unit Commander of the Year **Capt Ryan D. Uhles**

2022 California Wing Unit Finance Officer of the Year **Maj Paula Urbom-Shope** 2022 California Wing Senior Member of the Year – Lifetime Lt Col David A. Goude

2022 California Wing Senior Member of the Year – Annual **Maj Eric A. Ferdinandwalters**

2022 California Wing Cadet of the Year **C/Col Jesse A. James II**

2022 California Wing Education & Training Officer of the Year **Capt Richard West**

> 2022 California Wing AFSA Cadet NCO of the Year **C/CMSgt Tigerlily S. King**

2022 California Wing Cadet Programs Officer of the Year Lt Col Christopher N. Reichow

2022 California Wing Unit Safety Officer of the Year **1st Lt David S. Yacono**

2022 California Wing Communicator of the Year **Maj George D. Gadd**

2022 California Wing Property Management Officer of the Year Lt Col James A. Miller



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'Of the Year' Awards 2022

2022 California Wing Public Affairs Officer of the Year Lt Col Noel P. Luneau

2022 California Wing Squadron Historian of the Year

TSgt Salvatore J. Lamanna

2022 California Wing Squadron Chaplain of the Year

Ch, Capt Ronald L. Martin

2022 California Wing Character Development Instructor of the Year **Maj Shaleana R. Benson**

2022 California Wing Aerospace Education Officer of the Year **Maj Van E. Henson**

2022 California Wing Brewer Memorial Aerospace Award – Senior Member

1st Lt Kailash Kalidoss

2022 California Wing Brewer Memorial Aerospace Award – Cadet C/Capt Preston Kwok

2022 California Wing Unit Operations Staff Officer of the Year **Maj Karin Hollerbach**

> 2022 California Wing Aircrew Member of the Year **Maj Karin Hollerbach & Maj Stephen L. Swale**

2022 California Wing Counterdrug Officer of the Year **Maj James R. Redmon**

2022 California Wing Inspector General of the Year Lt Col Craig E. Newton

2022 California Wing Ground Team Member of the Year Maj James V. Bertz

2022 California Wing Health Service Officer of the Year **1st Lt James Bird**

2022 California Wing Airborne Photographer of the Year 2d Lt Nicholas J. Irvine

2022 California Wing Observer of the Year C/1st Lt Laramie D. Uhles

2022 California Wing Incident Staff Member of the Year **Maj Ravin R. Kumar**

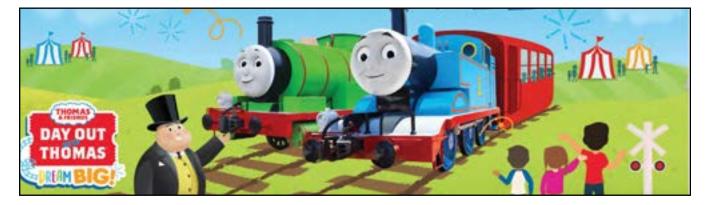
> 2022 California Wing Instructor Pilot of the Year **Capt Keith H. Breton**

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A Day Out With Thomas the Train

By 2nd Lt. Junio Betancourt, Cadet Chief Master Sgt. Alan Gattenby, and Cadet Master Sgt. Daniel Armstrong, CAP



A "Day Out with Thomas" was a volunteer event held at the Southern California Railway Museum in Perris, California, on November 5th, 6th, 11th, 12th, and 13th of 2022. California Wing members from ten squadrons within four groups participated. (Group 1 included Squadrons 51 and 107; Group 3 brought Squadrons 5, 11, 20, 25, 59, and 411; Group 6 participation involved Squadron 49; and Group 7 featured Squadron 56). This came to a total of 179 CAP cadets and senior members, as well as CAP family members who also volunteered, over the 5 days. The logistics involved in bringing together so many people from a geographically dispersed membership required a great deal of teamwork.

The <u>Southern California Railway Museum</u> is a non-profit (i.e., 501(c)(3)) educational organization that seeks to bring Southern California's railway history to life. This working railroad features the West's largest collection of (over 200) full-scale railway locomotives, passenger and freight cars, streetcars, interurban electric cars, buildings, and other artifacts dating from the 1870's. Visitors can ride streetcars, interurban electric cars, and trains on the museum railway to experience the early days of electric, steam, and diesel railway transportation in and around Los Angeles. Day Out With Thomas, one of a number of events the museum holds throughout the year on their 100-acre campus, included rides behind #1 Blue Engine Thomas, live musical performances, a petting zoo, model railroad exhibits, picnicking, and games for children.



Ventura County Railway No. 2, a 100-year-old steam locomotive. Photo courtesy of SCRM

Each day, volunteers began signing in as early as 0500. Breakfast was served at 0600 to the volunteer staff, which included railway museum staff and members from the California Military Institute, glee clubs, the Boy Scouts, and the Girl Scouts, as well as the CAP volunteers. This was followed by a safety briefing, and work commenced at 0830 and finished at 1700. The CAP volunteers rotated among various duty positions ranging from trolley crossing guards to coordinating the Thomas and Percy photo lines. The most important job we performed was customer relations by providing guests with directions to museum attractions. A cadet even pulled a wagon loaded with water to all of the duty stations. Another important function we provided was crowd control. For example, when a woman almost give birth in the museum, we formed a perimeter to control spectators and to assist in helping the woman disembark from the train.

A great benefit of volunteering for this event was the ability to bivouac overnight. The cadets really enjoyed using a passenger-powered railroad track handcar that was built in the early 1900's. They rode up and down the main line inside the railway museum fence for a total distance of approximately 1 mile.

Over the five days we welcomed a total of 22,449 visitors. Of those, 9,681 guests chose to ride the Percy train as well as the Thomas train. This is a 12.7 percent increase from 2021; this attendance also reflects a 64 percent increase in guests from 2019.



Morning formation.

And what were the views of our volunteers?

- "It is truly humbling to see so many units come together to aid my squadron in getting this event fully staffed. The cadets showed their true passion for the CAP program and their desire to serve others," -1st Lt. Eugene Hawks, the Unit Commander of Squadron 59
- "I learned how to work hard and persevere through socializing with people attending Thomas, and I had a great time socializing with cadets outside my squadron." Cadet Airman 1st Class Nathaniel Sanchez
- "The best part of Thomas was the people there. There was never a doubt in my mind that I had people there who could help me better perform my duties, and that I could also help them in whatever they needed." - Cadet Technical Sgt. Molina
- "I think the most important thing about Thomas is how cadets are able to bring their CAP knowledge to their event positions." Cadet Staff Sgt. Jackson Rogers
- "What I enjoyed about Thomas the Train was being able to volunteer and help out making this event happen, seeing those kids smile made my day. It also made me want to continue to help out to make these kids who are excited to see Thomas's dreams come true, also the churros were very good." -Cadet Senior Airman Shyanne Di Palermo
- "The thing I enjoyed most about volunteering at Thomas the Train event was dealing with the public and managing the well-being of the other cadets volunteering. My position was "water-cart" and my duty was to provide water and sunscreen to the cadets throughout the entirety of the day via pulling a Big Red cart with a water jug on it. Cadet Senior Master Sgt. Daniel Armstrong

"Year in Review"

Forever Young

By 2nd Lt. Nick Pegis, CAP

It was the last night of encampment. The cadets and their cadre were enjoying themselves at a party in the dining facility. The cadets were all standing in a circle. Some arm in arm, swaying back and forth singing Forever Young. The cadets were so happy, and full of life. Not just because encampment was over, but because they have bonded and came together in a way most teens never will. I was standing in the back supervising the festivities. I found myself thinking of what it was like 25 years ago when I was a cadet on my last night of encampment.

My name is 2nd Lt. Nick Pegis. In the Fall of 2021, I rejoined CAP because I wanted to give back to the organization I feel helped me become the person I am today.

I serve currently as the Deputy Commander for Cadets for West Bay Composite Squadron 192, which is the very same squadron where I was a cadet 25 years ago. Though my time as a cadet was not long,



Photo is of myself in 1997 when I was a cadet. The event was at Oakland Airport for the arrival of Pilot Linda Finch who completed the historic flight of Amelia Earhart. Photo credit: Cadet Airman N. Pegis (1997)



Photo of myself as a Senior Member in 2022. Photo credit: 2nd Lt. N. Pegis (2022)



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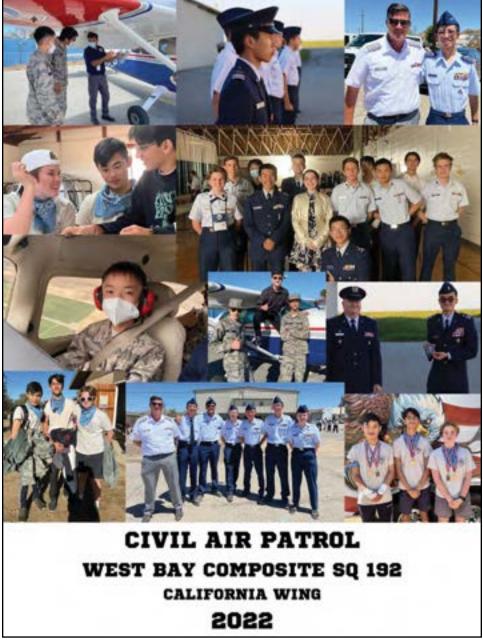
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it was very meaningful and made a huge impact on my life. In my current role, I take great pleasure in supporting my cadets, accompanying them to events, and getting them to take part in every opportunity CAP has to offer.



Cadets at various activities in 2022—Encampment, UBWC, O-Rides, CPC, unit activities awards, etc. Photo credits: Cadet Lt. Benjamin Lee, Senior Member Kelly Hunt, Capt. Stephen Collins, Maj. Ian Harris, and 1st Lt. Vincenzo Puppo

At the end of the day, I do it for them, but I also do it for myself. Over this last year, I have felt a rebirth in my life. That little something that was missing, that can only be found in volunteering. Someone once said volunteering purifies the soul; and you know what, I think they are right.

What am I looking forward to the most in the new year? Doing it all over again.

Maybe by serving and giving back, we can all be Forever Young.



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Emergency Services: What We Have Accomplished and Where We Are Headed

Lt. Col. Charles Christian, CAP

Editor's Note: This article is a summary of a talk given by Lt. Col. Charles Christian during the 2022 California Wing Conference general session. Just prior to commencing the talk, he was formally promoted from Major to Lt. Col.

The pace of our emergency services operations has increased exponentially. We have so many new and exciting opportunities, and customers, partnerships and missions. Due to our can-do attitude, we have become the premier disaster preparedness and relief organization—not just in the state, but in the country. I could not be more proud about the performance of this Wing over the past three years.





During the 2022 CWC general session Emergency Services talk, Lt. Col. Christian provided ample time for questions from the audience. Photo credit: Lt. Col. David Oberhettinger

The customers that we have been working with continue to work with us because of the professionalism we show each and every time we perform missions. It is really important that we inspire the members



at the local level to do the best that they can and perform at the highest level possible every time they do these missions. That is the way that we are going to sustain all the gains that we have made over the last three years.

Fiscal Year (FY) 2019 was a really good year for CAP in California. We had a very strong training program that provided a foundation we could work with. We graduated a lot of mission pilots, our ground team program was working pretty well, our base staff was well trained, we were creating Incident Command System (ICS) courses constantly, and we implemented a "Planning P" cycle supporting multi-day missions that allowed us to plan the next day's operation in advance while conducting today's operations.

On the other hand, although we were training very hard, we had not yet gained much traction in getting our capabilities recognized by the State of California, and our federal customer missions were dropping off due to the decline in searches for missing aircraft. (In addition, the search and rescue (SAR) process has changed in recent years. Instead of having searches that go on for ten days, <u>cellular forensics and radar forensics</u> allow search missions to be concluded in only a day or two.) Meanwhile, our Counterdrug mission became the "bread and butter" for California Wing, comprising about 75% of our total mission flying performed for external customers. So we were focusing on SAR training, but the predominance of our missions were Counterdrug. When I talked to the members, they said they felt some concern because "we were training for a mission that we are not really doing, whereas we are doing a mission that might someday go away."

Moving ahead to FY20 and FY21, we had great plans to grow and diversify our customer portfolio. Then came the COVID years! I wouldn't say that the pandemic upset our plans, but it certainly changed our plans. We were going out every month to meet with the National Guard, the California Office of Emergency Services (CalOES), the Corps of Engineers, the City of San Jose, etc., telling them about the virtues of CAP—why they should use us. But this outreach takes a lot of time—years instead of months. And once your foot is in the door, you have to continue to prove yourself to these organizations every day. But COVID restrictions greatly affected our operational tempo.

And then we heard from the National Guard, "Hey, we need help with food banks; can you help us out?" And that changed our trajectory completely. CalOES and the National Guard saw that you were

professional, you were reliable, and you were adaptable. I know that we do all this SAR training, but there's a lot to be said for people who understand command and control and can execute their plans. We had this great training foundation in flying/ground team/base staff from 2019, and suddenly we were thrown into this food bank situation that we had never really trained for nor performed before, yet we performed remarkably well. Despite this mission having come out of left field, we performed it on-and-off for about one year and eight months, and we packaged and distributed three million meals throughout the state. It was this mission that brought us tremendous credibility with the State of California!

Building off of the burnishing of our reputation from this unanticipated accomplishment, although still dealing with the nuances of COVID, FY22 has been a really good year—a record year—for us. As of mid-September, we chalked up 7000 flying hours, as compared to 81,000 hours for CAP nationally—that's almost 9 percent of the national total.

This mix of flight activities that we have been doing this past year is very healthy for the Wing. We have a substantial amount of flight hours for our external customers, but our training hours and the other contributors to the total provide a healthy mix. Most of the Wing's



Cadet Lt. Col. Collin Rodriguez organizing food at one of the LA points of distribution (PODs). Photo credit: mission stock photos



aircraft have achieved their National-mandated 200-hour annual airplane usage target, though a few have less than 200 hours due to maintenance issues and have been down for a substantial period of time. (Our fleet average is 253 hours per aircraft.) Over the last couple of years we have experienced a net loss of a couple airplanes from our fleet, yet our flying hours are up 10% over 2019—our last record year. (Once one of our planes starts to incur too much maintenance, national tends to sell the plane. And within the wing, planes are getting sold off faster than they are being replaced. Our CAWG fleet of 28 aircraft in 2019 is now down to 26 aircraft.) We are doing more with less, and as a consequence our equipment is starting to wear out. One of our planes has had its fifth 100-hour inspection during this year! The bottom line is, we need more stuff! If our high quality work results in increased demand from external customers, like we expect for FY23, there is a risk that the quality will go down because our hardware and our volunteers are a limited resource. Hence, we need *strategic growth* (i.e., a proper mix of flight activities going forward, supporting our core customers, while leaving a *ready reserve* to respond to unexpected events like an earthquake)—not just growth for the sake of growth.

Over the last three years, the number of flight training hours has dropped 20 percent, probably due largely to COVID, and pilot proficiency seems to have suffered somewhat as a result. Now, we are seeing flight training inching back up—a trend we need to reinforce to attain peak efficiency and effectiveness. Most of our training is in SAR, because our proficiency evaluations



in the ops SQTR are also SAR-focused. (It should be noted that for our Windy Radar mission, our Travis customer requested that we exercise their radar by flying SAR patterns like parallel search, sector search, and expanding square; so our technically difficult SAR training was adaptable for an entirely different purpose.) But we are also seeing increased training this past year in other activities like WADS, Waldo, FLIR, imaging, comms, etc. (including new opportunities into our mix is a good thing because we don't want Emergency Services personnel getting bored!) Although the California National Guard has been a little stressed for resources the last couple of months from deployment to Europe because of their strong relationship with Ukraine, our WADS intercept missions are up more than double over FY19. The Relocation activity has seen recent growth due to increased grounding of planes for maintenance, where we need to bring a working plane from a distant location in order to conduct a mission. We may be close to our operational limit given the resources we have available. We would need eight more airplanes to bring our 253-hour average down to the 200 hour per plane target. Given our projections for FY23 operations, we will actually need more like 10 to 12 additional aircraft!

"IF CAP WERE AN AIRLINE, WE WOULD BE THE FIFTH LARGEST AIRLINE IN THE WORLD!"

Moving to the immediate future of Emergency Services:

- **Overwater.** I expect to see an increase in our overwater intercepts in FY23, subject to the tempo of National Guard activity in Europe.
- Windy Radar. The Windy Radar mission has come back after a hiatus in FY20 and FY21, with a seven percent increase in FY22 compared to FY19, and Kevin McDowell has revived Windy Radar with a new USAF request for this year.
- **TFRs.** Our Temporary Flight Restriction (TFR) outreach has been very beneficial with its opportunity to help the flying public—but also to meet members of the flying community and tell them



what CAP is, why we are there, (i.e., to inform them of upcoming TFRs), and what CAP does. (See article "CAWG Aircrews Crisscross the State to Distribute Super Bowl TFR Alerts," Summer 2022 *Bear Facts*, p. 59.) I think there is a potential for more of this as election season starts heating up again and we have more Presidential TFRs.

- **sUAS.** We are taking our existing sUAS equipment and assessing how best to train personnel, how to deploy it, how to get it to the field, and how to give the customer a good result. I foresee that the principal mission will emerge as aerial imaging, as a lot of agencies (e.g., U.S. Geological Survey) are interested in the potential to study the damage effects post-wildfire. For example, "Where does all the mud go after a storm?" "Well, I'll show you!"
- SAR. As for our SAR missions, which used to be our "bread and butter" missions, they have been on the decline for 20 years. In FY22, however they have held steady due to better connections with CalOES-- new outreach efforts and imbedding comm units, AOBDs, ground teams, and canines with their mission staff. Our efforts improve when, instead of working in isolation, we become part of their team by attending CalOES planning meetings and conference calls, being present at their mission base, and possessing *call sheets* so we can coordinate with their helicopters.

We have wished to intentionally pivot to disaster preparedness, prevention, and response. We have been progressing really well, but we have a long way to go with this. Our disaster response mission was previously a guy in the backseat with a Nikon. Then came the Garmin VIRB cameras. We realized that we could create some interesting maps and give customers some useful data. Now, after COVID, we are pivoting toward a more holistic view of disaster preparedness, prevention, and response. We have asked the membership to prepare yourself, to get the disaster training that you need, because you can't help someone else until you get yourself, your family, and your immediate neighborhood in a stable position. We are asking if the organization can continue to function when Internet and cellular connectivity is lost. So we are exploring options like satellite communications to prepare us for the eventualities both natural and a unnatural disasters. The California National Guard is like the governor's Swiss Army Knife in that they can be purposed for many needs, but their resources are getting stretched, and they are starting to recognize how CAP can aid them. We now participate in daily phone calls and briefings with the Guard. We now have our finger on the pulse of what is happening throughout the state on a daily basis.

We now need to start thinking about strategic partnerships—the types of relationships we need with the state. We are talking to Caltrans, USGS, Corps of Engineers, and local emergency management agencies (e.g., Santa Barbara), about how we could help. We have to have the relationships with these organizations in place, up and running, before the event because the day of the earthquake is too late. We are making great strides in rolling out first aid training to our members; CERT qualification is up 1600 percent. Our unit level, the squadrons, should be encouraged to establish their own relationships with local EMAs and SAR teams (but without overpromising).

The California Geological Survey and CAP are negotiating a 4-year contract to provide imaging services to the State of California, with a \$300,000 potential contract value—a value that is greater than that of our current CalOES contract. We are in the early stages of acquiring a three-year, \$40,000 per year contract with CalTrans.

There was a time, perhaps five years ago, when a qualified aircrew could take on just about any mission. Now, because of technology, we may have to think about specialization. Can we send a pilot who has just been on an intercept mission to a Windy Radar, Public Aerial Address, or Waldo mission? We are getting to the point where technology is really complex, and if you have not been using it on a regular basis (e.g., Garmin G1000, Waldo), can you really generate an excellent result? If a member does not have local access to a Garmin G 1000 plane, or one equipped with Waldo, how can the pilot remain proficient? We have one FLIR plane in the state of California, so it's going to be very hard to remain proficient with that device. These are some real challenges where we must ask ourselves how we may squeeze out the benefit of these technologies, train to remain proficient, and assure that the customer gets good results.





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THE SHORTAGE OF WOMEN IN AVIATION

By Capt. Richard Rezac, CAP

The aviation industry faces a worldwide shortage of qualified pilots. This is evident in all aviation fields; military, passenger carrier, freight, agricultural aviation, etc. In fact, some air carriers are already reducing or canceling flight schedules as a result of pilot shortages.

Given the need to hire new pilots, the industry knows now that it needs to tap the entire potential talent pool. Employers are actively seeking pilots from historically under-represented demographics. One of these demographics is females. Unfortunately, women make up only about 6% of commercial pilots, according to the Air Line Pilots Association. This is partly due to the historical pipeline of male military pilots. For decades, female pilots were not allowed to



Cadet 1st Lt. Julia Lair, has not earned her private pilot's license yet but is working on it in the Civil Air Patrol, talks about her aviation experiences with a group of Girl Scouts.

participate. Dr. Rebecca Lutte, an assistant professor of Aviation at the University of Nebraska at Omaha (UNO), has pointed out that, "In an age where pilot supply is a global challenge, recruiting women and underrepresented groups to the cockpit is an essential part of the solution." And as Dr. Victoria Dunbar, an associate professor of Aviation at the Florida Institute of Technology, noted, "There is no particular skill set that a pilot needs that's based on their gender. Aircraft are designed to be flown with light hand controls, so it's not an issue of strength. I believe that men and women are equally capable of being good, safe pilots."

Sadly, too many girls and young women might think, "I didn't even know I could be a pilot. I thought that was a man's job." If they can't see it – through role models in the air, or in their own minds – they're less likely to be one someday. They need to see more examples of successful women throughout the aviation industry. Examples like Capt. Tammie Jo Shults, the former fighter jet pilot who became a hero after safely landing a badly damaged Southwest Airlines plane.

Universities and flight schools are taking several avenues to address this bias in aviation. One of them is educating the public and particularly younger girls who might consider becoming a pilot. Many schools host day events and summer flight exploration camps where they invite middle-school and high-school girls to visit the campus and go on introductory flights.

Civil Air Patrol is also doing what it can to eliminate this division. Hundreds of girls get their first taste of flying every year in a CAP Orientation Ride. Many female cadets attend our Regional Flight Academies that are hosted across the country each summer. And of the 21 cadets currently enrolled in our Cadet Wings program, five are young women. That's about 24%, four times the current national average of women who are commercial pilots. Once the public comes to accept that female pilots are no different than their male counterparts, our society will have made the shift to accepting women as equals in the sky.



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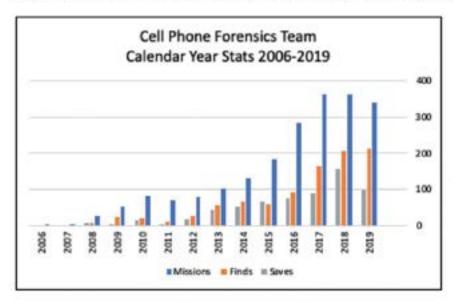


National Cell Phone Forensics Team Fact Sheet



By Civil Air Patrol Cellular Forensics Team

The use of historical cell phone data to support Civil Air Patrol search and rescue (SAR) missions originated in April 2006 when Maj. Justin Ogden, CAP, first used software he developed to help predict the most likely area to search for a missing airplane. Ogden was joined by Col. Brian Ready and Maj. Jerad Hoff, and the three became the core of the National Cell Phone Forensics Team, which was designated a national CAP asset in 2009. As the number of missions has grown, the team now includes eight members, all of whom are



members of Arizona Wing. All team members are volunteer professionals.

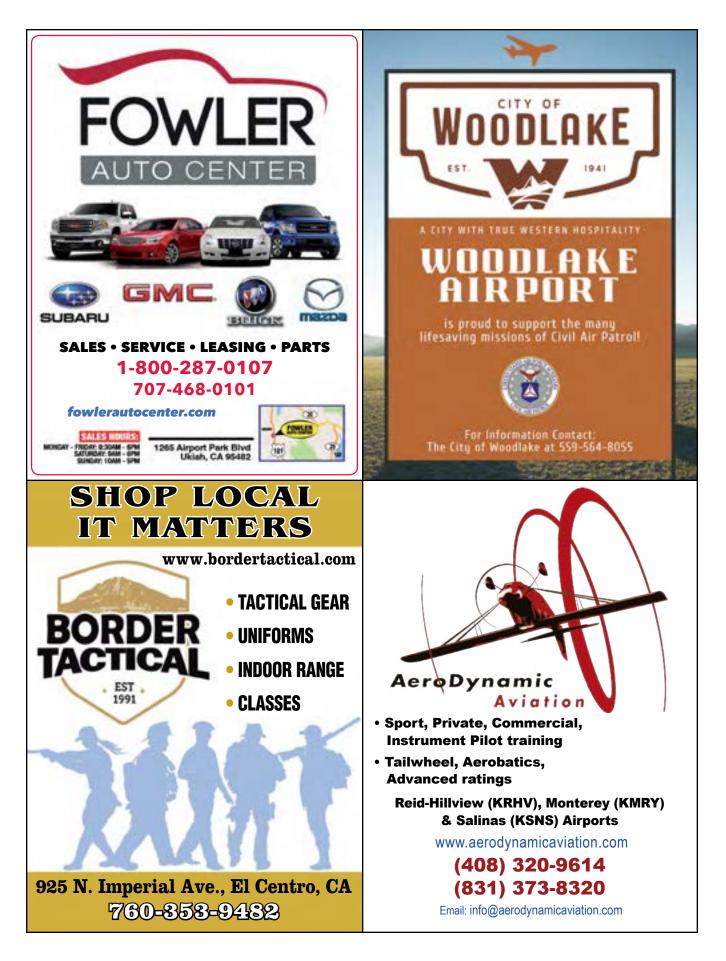
In 2019, the team completed 341 missions and was credited by the Air Force Rescue Coordination Center with 212 finds and 99 saves. From its inception in 2006 through 2019, the team been assigned 2091 missions, and has been credited with 947 finds and 627 saves.

Our mission: Collect, Analyze, Present

- We collect raw data from a variety of sources. Our experience helps us recognize what data sources need to be checked for information.
- We analyze the raw data we remove the misleading information and focus the attention on important clues.
- We present the data in a manner that is immediately actionable. This may include maps, Google Earth KML files, pictures, and other info that allows a search planner to immediately apply the cell phone clues to their search.

How Does It Work?

 Requests for assistance are made to the Air Force Rescue Coordination Center at Tyndall Air Force Base, the single agency responsible for coordinating on-land federal SAR activities in the United States, including Puerto Rico and U.S. Virgin Islands.



- Assignments support typical CAP missions such as missing/overdue aircraft, but the Cell Phone Forensics Team also works on appropriate missions from federal, state, and local law enforcement and other agencies, e.g., U.S. Coast Guard and National Park Service. These missions may include missing boaters, overdue hikers, etc.
- Analysis and presentation skills are where the team excels extracting the most accurate information and presenting it in a way that is actionable. Team members also know places to check for data that are sometimes overlooked.
- Maj. Ogden developed a proprietary tool that allows text message contact with missing
 persons. A team member can send a link to the missing person which, if they click on it,
 will relay their position (without the team member needing to contact a cell phone
 provider). This tool is helpful in cases where the missing person is willing and able to
 participate (they will click the link you ask them to) as that allows rapid determination of
 their location. This has to be done before the phone battery dies, and again, only works
 if the missing person is cooperative.
- The team also has a tool that can monitor a phone to see when it turns back on. This
 helps resolve many overdue/non-distress situations, if a team member can simply keep
 tabs on when the phone turns back on.

Frequently Asked Questions

Q: Can you find a phone that is turned off?

A: We can often provide historical analysis to show where a phone was before the battery died, of before it was turned off or left a coverage area. This is usually a helpful clue in search and rescue missions. We can also monitor a phone for the duration of the search to see when/if it turns back on.

Q: Can you track a prepaid phone (like TracPhone)?

A: Yes. A prepaid cell phone provides the same data as a post-paid cell phone.

Q: Can you turn the phone on if it's currently powered off?

A: No.

Q: What information can you provide to search and rescue teams?

A: The emphasis of the Cell Phone Forensics Team is to provide historical and real-time location information. The focus is on location clues. We can also provide supporting information such as call records if necessary for the search. Information is provided to the team by cell phone service providers only with documentation of exigent circumstances.

Q: How do I (an authorized representative of a law enforcement or other agency) request mission support from the cell phone team?

A: Call the AFRCC 24/7 at (800) 851-3051.



California Wing Conference 2022

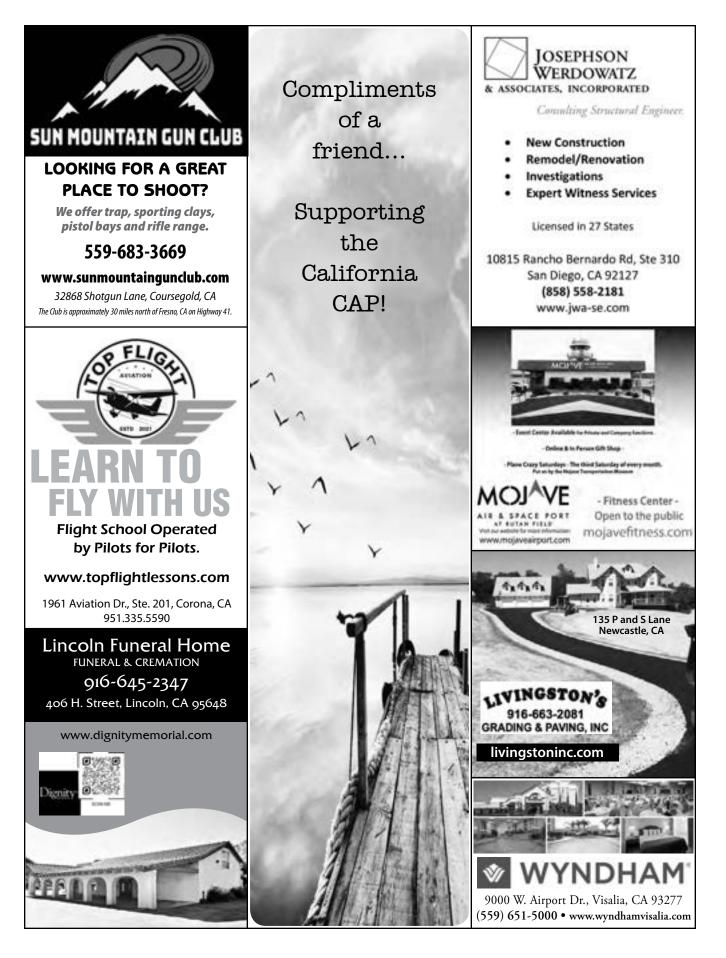
Lt. Col. David Oberhettinger, CAP



The 2022 California Wing Conference (CWC) was held 22-25 September at the Warner Center in Woodland Hills (Los Angeles). This year, we attracted about 275 attendees—a greater than 50 percent increase over the prior year's conference attendance.



Warner Center environs, as seen from the Warner Marriott conference hotel. Photo credit: CWC staff





Cadet 2nd Lt. James Reid and Cadet Chief Master Sgt. Hope Staley, staffing the registration desk, greet arriving conference registrants Photo credit: CWC staff



Conference organizers 1st Lt. Samantha Moat (CAWG Dir. of Public Affairs) and 1st Lt. Clair Gregory (California Wing Conference Project Officer) attend CWC reception. Photo credit: CWC staff



CWC is an annual venue where members from throughout the Wing may gather to celebrate their achievements, learn about the activities of other CAP members, add to their proficiency, and honor awardees. Like each of these annual events, the 2022 CWC was a mixture of fun and camaraderie (e.g., pool party, reception, banquet, informal gathering) and learning (e.g., classes, exhibits, workshops, demonstrations, and general session interchange).

Rather than pushing out more words at you, I'd like to take advantage of the features of this new digital version of *Bear Facts* by including a plethora of photos accessible via a link at the bottom of this page—more photos than a printed magazine format accommodates. This may spur some pleasant memories for those who attended, and may prompt a resolution to attend the next CWC for those who did not attend.



Col. Virginia M. Nelson, Pacific Region commander, is flanked by (L) Maj. Gen. Edward D. Phelka, CAP CEO/National Commander and (R) Col. Ross E. Veta, CAWG Commander, at the CWC General Session. Photo credit: CWC staff

See addendum for additional CWC 2022 photos.



Aerospace Education STEM Academy 2022

1st Lt. Paul Rivera, CAP

Aerospace Education is one of the three mandates for Civil Air Patrol. We are actively and passionately building the next generation of pilots, aerospace engineers, and aerospace-related careers through our Cadet Program. One of the greatest experiences for our cadets is the annual CAWG Aerospace Education STEM Academy (AESA) event, which in 2022 took place on 16-23 July at Vandenberg Space Force Base in Lompoc, California. (Vandenberg is a space launch base, launching spacecraft from the Western Range for the military, civil, and commercial space entities, and it also performs missile testing.) This week-long aerospace education (AE) and Science, Technology, Engineering, and Math (STEM)-focused activity provided once-in-a-lifetime experiences, a focus on STEM-related education and careers, leadership opportunities for cadets, and an unparalleled chance for cadets to interact with Vandenberg Space Force Base missile launch personnel.



Arriving at Vandenberg. Photo credit: Maj. Catherine Collom

AESA was jam-packed with activities all day long and kept the staff very busy helping the approximately 100 lucky cadets from across the state attending. Maj. Catherine Collom, Project Manager of AESA and current Director of Aerospace Education for the California Wing of CAP, organized and executed this important event with the help of a dedicated Senior and Cadet staff.

This year's AESA featured a rocketry theme. With the help of talented cadets, the Kerbal Space Software Program was introduced into the AESA program for the first time as part of the "rocketry theme" of the week. Kerbal is a spaceflight simulation program developed by Intercept Games that is used by NASA and the European Space Agency to teach the physics of spaceflight and the engineering of



spacecraft. Based on the cadet's skill with Kerbal, the cadets were given a mission that required critical thinking and collaboration skills in order to succeed with their assigned mission. This mission included designing and launching a rocket for a landing on the "Kerbal Mun," a simulated planetary satellite with characteristics meant to provide challenges to potential landings. The end results were spectacular, and assuredly future rocket engineers were created.

Of the tours provided, one included going through the Minuteman [Missile] Refurb area. This tour

included background information on this project, which began in the 1960s and continues today. The cadets were escorted through the various areas of the hangers and shown the different tools and techniques used to prepare the missile components. One of the take-aways from the tour was that a college education is not needed to work on something this important. The cadets were introduced to skills that can be learned through trade schools that too prove exciting job opportunities, including working on missile components on a Space Force Base.



Kerbal students reviewing their orbit. Photo credit: Maj. Catherine Collom



Group picture in the "Refurb facility". Photo credit: Maj. Catherine Collom

The cadets were also provided a tour of the Vandenberg Tower that handles the air traffic in the vicinity. They were shown how the radar equipment in the tower is used and some facts about the airport, including that it is the 2nd longest runway in the U.S. (Edwards Air Force Base has the longest) as it was one of the locations for the Space Shuttle to land. Included in the tour was a class on how the air opera-

tions of the base are handled and how important they are to the aviation community. Joining the tour was the Mayor of Lompoc, the Hon. Jennelle Osborne.

The week-long event concluded with CAP cadets being able to participate in multiple STEM related classes and tours of several Vandenberg Space Force Base areas of operation. The classes included; the Theory of Rocketry, Introduction into Space Exploration, an introduction into Sustainable Technology on Mars by Dr. Anita Sengupta, who is both a rocket scientist and active CAP member, Exploring Space: the Final Frontier by Astronaut Dr.



Introduction to work on the Minuteman missile. Photo credit: Maj. Catherine Collom



At the conclusion of a tower tour. Photo credit: Maj. Catherine Collom



Principles of Rocketry class. Photo credit: Maj. Catherine Collom

Dee Chester, a Lt. Colonel and former Director of Aerospace Education for the California Wing of CAP, the introduction of rocketry applied to military aircraft during the Vietnam war by Dr. Roger Dunn, a Vietnam pilot and former CAWG Director of Aerospace Education, and the construction and launching of both single-stage and two-stage rockets—which earned the cadets their rocketry badge.



Capt. Anita Sengupta discusses Living on Mars. Photo credit: Maj. Catherine Collom

The week culminated with the cadets graduating and earning their STEM badge. Many of them were also provided "O" rides over the course of the week with the help of volunteer pilots from all around the state. As they were reunited with their parents, many came up to Maj. Collom and said they had the best time and wanted to help with the 2023 AESA. Overall, the 2022 CAWG Aerospace Education STEM Academy was an out-of-this-world success!

Thanks to all the CAWG folks involved that made AESA 2022 a success:

Maj Catherine Collom, Lt. Col. Gregg Olsen, Lt. Col. Dee Chester, Maj. Paula Urbom-Shope, Lt. Col. Neil Kuykendal, Lt. Col. Stephen Dolgin, Lt. Col. Marc Cohen, 1st Lt. Deborah Alg, Lt. Col. Marguerite Leveque, 1st Lt. Daniel Neeley, Capt. Remi Nadau, Maj. Doug Miller, 1st Lt. Paul Rivera, Lt. Col. Mike Prusak, 1st Lt. Thomas Wilson, Maj. Jeffrey Buentgen, C/Maj Mary Foster, C/CMSgt David Clark, Lt. Col. Roger Dunn, Capt. Anita Sengupta, and 1st Lt. John Anderson.

Special thanks to the staff at Space Force Vandenberg: Capt. Trevor Bruce, Pete Dasis, Donald Prichard, Marisel Kigembe, Lt. Lo Grande, Capt. Andre Robinson, Robin Ghormley, Thomas Stevens.

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Wreaths Across America

Cadet 2nd Lt. James Reid, CAP

This year, Civil Air Patrol (CAP) members all over the world once again had the honor of participating in Wreaths Across America. Founded in 2007 by Morrill Worcester, Wreaths Across America is a nationwide non-profit organization dedicated to honoring the memory of those who have served in the U.S. military through wreath-laying ceremonies at locations throughout the U.S. and abroad-- primarily cemeteries and memorials. Squadrons throughout California Wing (CAWG) have participated in this tradition for years, and this year was no exception.

On Saturday, December 17th, the day Wreaths Across America was celebrated in 2022, countless squadrons throughout CAWG gathered to honor those who served. Two of these squadrons were the 45th Composite Squadron, who conducted their ceremony at the Riverside National Cemetery before distributing wreaths to visitors for them to place throughout the cemetery, and Lieutenant Colonel Arthur King Composite Squadron 50, who laid wreaths on the graves of fallen service members at the San Joaquin Valley National Cemetery.

Outside of CAWG, squadrons throughout the continental U.S. and overseas conducted their own ceremonies. In Virginia, cadets from Challenger 1 Cadet Squadron of CAP's National Capital Wing assisted veterans and active-duty service members in laying wreaths throughout Arlington National Cemetery, while in the Pacific, senior members and cadets from Hawaii Wing's Kaua'i Composite Squadron worked with other volunteers to lay 279 wreaths at the Kaua'i Veterans Cemetery.



CAP members place wreath at the Air Force Memorial in Arlington, VA (adjacent to Arlington National Cemetery and overlooking the Pentagon). Photo credit: AF.mil



U.S. military personnel help place wreaths atop tombstones during National Wreaths Across America Day on Dec. 17 at Memory Gardens Cemetery in Brea. Photo credit: Kevin Chang, Los Angeles Times

Arguably no other event exhibits the vast breadth and diversity of Civil Air Patrol more than Wreaths Across America. On one day, members of all ages and walks of life came together throughout the world to honor thousands of veterans for their innumerable sacrifices in protecting the United States. This is undeniably one of the most meaningful events CAP members participate in, and the California Wing is eternally grateful for having been able to support it for another great year.





CADET FACT SHEET

PROGRAM BASICS

KEY TRAITS OF CADET LIFE

- + The Uniform
- + Integrity + Service

CORE VALUES

+ Excellence

+ Respect

- Aerospace Theme + Opportunity to Lead
- + Challenge
- + Fun

PROGRAM ENVIRONMENT

- Adult volunteers supervise & mentor cadets
- 1,000 hometown squadrons
- + 2 hour weekly meeting
- + 1 "Saturday" event monthly
- + Annual, week-long, overnight encampment
- No military commitment

CONTENT AREAS

LEADERSHIP skills for a diverse, democratic society

AEROSPACE career explorations

FITNESS and the lifelong habit of regular exercise

CHARACTER for making good choices

OUR CHALLENGES

#1 FACTOR FOR SUCCESS

Strong adult leadership at the local level

#1 NEED FOR GROWTH

DEMOGRAPHICS





Out-of-pocket

costs average

\$200 - \$400.

Financial aid is

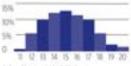
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24,000 powered flights yearly

All statistics are rounded averages





Median age 15.6

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10,000 glider flights yearly

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OUTCOMES

CADETS

-

- 97% "CAP has been a turning point in my life."
- 96% "I've started to think more about my future because of CAP."
- 87% "I do things at CAP I can't do anywhere else."
- "I earn As & Bs at school" 82%
- 81% "I am interested in a military career."
- "I am interested in an aviation career." 76%
- 65% "I am interested in a STEM career."

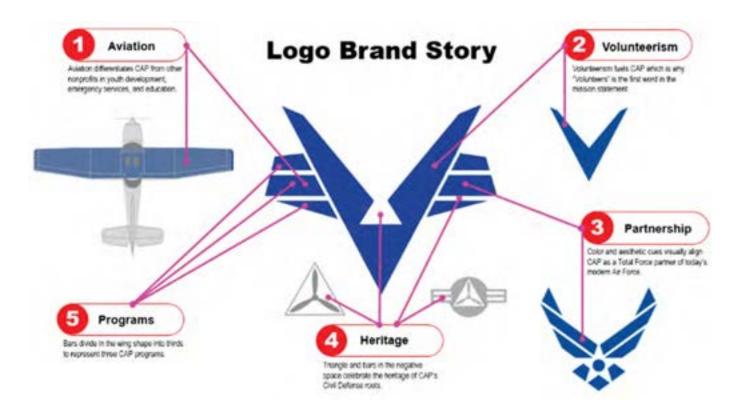
PARENTS

- 95% "My cadet has become better at taking feedback."
- 92% "I've seen improvements in my cadet's overall attitude."
- "My cadet's performance at school has improved." 78%



Reprint from Montana Wing, Northern Skies, Fall-Winter 2023





Civil Air Patrol Launches Bold New Logo

Reprint from CAP.news

Civil Air Patrol is being transformed. Its level of sophistication has advanced significantly in recent years. For example, CAP's fleet is being transformed from" steam gauges" to glass cockpits that can be programmed to display and to fly CAP search grids. In fact, CAP no longer needs to wait for the weather to break or for the sun to rise to begin a search – we can start in minutes, using cellphone forensics and radar analysis.

A similar level of sophistication touches every aspect of Civil Air Patrol – IT (Innovation), philanthropy (the CAP Foundation), cadet programs (Cadet Interactive), aerospace education (STEM — science, technology, engineering, and math), member education and training (Volunteer University), chaplain corps (resiliency programs), and now marketing too.

Over the past two years, Marketing and Strategic Communications (MAC) has been working to better align the CAP brand as a Total Force partner. The U.S. Air Force auxiliary's new logo tells a brand story about aviation, volunteerism, partnership, and heritage and projects a more youthful, modern, Air Force-style look.

CAP's Board of Governors voted unanimously April 23 to adopt the new logo, which "accomplishes several things and includes some unique benefits," said Randy Bolinger, chief of marketing and communications.

"The bottom line is, we are not Civil Air Patrol of the 1940s, and the new corporate identity makes that obvious," Bolinger said.



Out With the Old

The Office of Civilian Defense, the basis for the original Civil Air Patrol symbol, was disbanded in 1945. Since that time, CAP has been associated with something that has long since been defunct.

"From a brand perspective, being associated with something that is obsolete is not a strong brand position" Bolinger said.

"Imagine General Motors spending billions of dollars to build and name a state-of the-art stadium in Detroit. Now imagine that GM chose to name the stadium the Oldsmobile Center, after a product line that was discontinued decades ago.

"True, the Oldsmobile Center name would be a wonderful tribute to a discontinued product line. that resonates with people nostalgic about the Cutlass, 442, Delta 88, and Tornado. But using the name of an obsolete product line does nothing to advance today's innovative General Motors working toward an all-electric product line by 2035," Bolinger said.

That logic applies to Civil Air Patrol as well, he said. "The triblade symbol from the Civilian Defense glory days of World War II is a wonderful tribute to our past, but that symbol has



precious little relevance today and does not accurately reflect the extent that CAP has evolved in the past 80 years.

"Simply stated, brands that don't evolve, lose relevance," he said. "While Oldsmobile was the first auto manufacturer to offer an automatic transmission and produced some of the best-selling models, that amazing legacy couldn't keep the brand from losing both its popularity over time and its demographic until GM ceased production of the once-beloved Oldsmobile."

Similarly, each new generation of CAP cadet becomes farther removed from any emotional attachment with World War II and Civilian Defense. Other than the emotional equity and nostalgic qualities of the triblade, the triblade symbol from a bygone era has no relevance in today's CAP.

"Is the triblade symbol cool – kind of in a mid-20th century retro design way? Does it reflect today's CAP? Not really – it's a heritage piece that should be set aside to make room for something that reflects the dynamic nature of today's CAP," Bolinger said.

Some Borrowed, Something Blue

"Most corporations update visual identities (a logo) periodically as a brand management best practice," he said. "Doing so reflects change — change in ownership, technology, direction, products, etc. CAP recently







updated an obsolete mission statement to accurately reflect who we are today.



"And who we are today, and since 2015, is a Total Force partner of the Air Force, not part of Civil Defense."

Until the turn of the century, Air Force went through a 60-year stretch without modernizing its logo. Today's Air Force logo is a moreUSAF logos accurate representation of a modern air force.

"While the Air Force beat CAP to the modernization wake-up call

by more than two decades, CAP can now benefit from being able to take some visual cues from the Air Force logo to incorporate into our own," Bolinger said.

"The new CAP logo is clearly in the same Air Force Total Force family, having borrowed inspiration from the wing shape and hiding the legacy shape (the Civilian Defense triangle) in the negative space as the Air Force did with the star and globe.

"We also added something blue – the logo color itself that closely aligns with the Air Force. In fact, the Air Force and CAP logos nest together quite nicely as if they are, well, partners."

Best of Both Worlds

Regarding logo changes as part of brand refresh effort, love it, hate it, or undecided, there's good news for all – the triblade lives on. While the new corporate logo (the "Flying V") becomes the external persona of a Total Force partner, the triblade will remain part of CAP's identity system in the command emblem used on aircraft,



vehicles, flight suits, and countless more applications. Further, the triblade will remain the heart of the CAP seal.

The PowerPoint presentation shown to the Board of Governors before their vote approving the Flying V can be <u>downloaded here</u>.

CAP's **Brand Portal** provides high-resolution versions of the logo, instruction for proper use, new business card templates, website graphics, presentation templates, virtual backgrounds, and much more.





FACT SHEET

2023



Civil Air Patrol: A Force for Good

About CAP

Civil Air Patrol is a congressionally chartered, federally funded, 501(c)(3) nonprofit corporation and the civilian auxiliary of the U.S. Air Force.

Operating in all 50 states, Puerto Rico and the District of Columbia, and more than 1,400 communities nationwide, CAP's aviation-connected volunteer professionals and engaged community members from a wide range of backgrounds and professions perform Air Force-assigned missions as a Total Force partner, as well as other federal, state and local agencies. These missions include search and rescue and other emergency services as well as disaster response, which CAP conducts for states/local communities as a nonprofit organization.

Civil Air Patrol's missions involve highly skilled personnel, light aircraft and vehicles, specialized communications and advanced imagery, and other technologies. CAP's core cadet and aerospace education programs are equally effective, providing a variety of innovative youth development initiatives and award-winning aviation/STEM resources.

Returning greater than \$3 in value for every \$1 spent, CAP provides unequaled value to our communities, states, and nation as a force for good.

GoCivilAirPatrol.com CAP.news

CAP National Headquarters: 105 S. Hansell St., Bldg. 714 Maxwell AFB, AL 36112-5937 877-227-9142

Our Impact \$219M Value of Service

Civil Air Patrol contributed \$219,265,664 in volunteer hours in 2022, serving the disaster relief and emergency service needs of every American state and territory.

\$170 Per Flight Hour

Operating the world's largest fleet of single-engine piston aircraft, Civil Air Patrol operates its aircraft for only \$170 per flight hour, which makes CAP an unrivaled low-cost provider to help the Air Force achieve its pilot training objectives.

\$3:1 Return on Investment

Returning greater than \$3 in value for every \$1 spent in the past year, Civil Air Patrol provides unequaled value to our communities, states, and nation as a force for good.

95K Flight Hours

Civil Air Patrol flew 95,182 hours last year, conducting Air Force-assigned missions as well as support for states and communities. CAP pilots additionally provided 30,920 orientation flights to CAP cadets, as well as Air Force ROTC and Junior ROTC cadets.

60K+ Members

Civil Air Patrol consists of 1,414 squadrons in the 50 states, the District of Columbia, and Puerto Rico with more than 25,000 volunteer youth and 35,000 adult members.

151 Lives Saved

Using proprietary cellphone forensics and radar analysis technology (used in 95% of 525 searches in 2022), Civil Air Patrol was credited with 391 finds and saving 151 lives, making it one of the most successful years ever for the Air Force auxiliary's search and rescue efforts.

Proud to Support the California Civil Air Patrol.





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We are proud to salute & support the men, women, and young cadets of California Civil Air Patrol, your hard work and dedication towards search and rescue is greatly appreciated. Keep up the great work!

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EMERGENCY SERVICES

 Conducts 90% of inland search and rescue in the U.S. as tasked by the Air Force Rescue Coordination Center and other agencies.

 Coordinates Air Force-assigned missions through CAP National Operations Center at Maxwell AFB, Ala., at a cost of about \$170 per flying hour.

 Has 5,400 aircrew members and 34,000 emergency professionals trained to Federal Emergency Management Agency standards.

 Provides more than 450 chaplains and 600 character development instructors who minister to youth and adult members and help comfort survivors and victims of disasters.

 Performs aerial reconnaissance for homeland security.

 Provides air intercept training, impact assessment, light transport, communications support and lowlevel route surveys for the Air Force.

Provides post-disaster photography and support to local, state and national agencies.

 Transports time-sensitive medical materials, blood products, and body tissues when commercial resources are unavailable.

 Assists Federal, state, and local law enforcement agencies in the war on drugs.

 Maintains an extensive VHF and HF communications network.

AFROSPACE EDUCATION

 Educates adult and cadet members and the community on the importance of aerospace.

. Develops, publishes, and distributes national academic standards-based science, technology, engineering, and mathematics (STEM) aerospace education curricula for kindergarten through college classrooms, affecting more than 500,000 K-12 students nationwide.

Generates interest in STEM careers through aviation-, space-, and technology focused activities and CAP "STEM Kits" associated with astronomy, flight simulations, model and remote-control aircraft, robotics, rocketry, weather, hydraulic engineering, and computer programming.

 Provides educators with 40+ free educational programs and products as well as services that include teacher orientation flights.

Offers grant and college credit opportunities for adult and teacher members.

 Provides aerospace support for educational conferences and workshops nationwide.

CADET PROGRAMS

 Attracts more than 25,000 members ages 12 through 20 for participation in its cadet programs.

Educates youth in four main program areas — leadership, aerospace, fitness, and character development.

 Enriches school curricula through after-school programs.

 Offers orientation flights in powered and glider aircraft, as well as flight training scholarships. Provides activities and

competitions for cadets at the local, state, regional, and national levels.

 Makes opportunities for community involvement available through color guard/drill team and emergency service missions.

Challenges youth to be . ambassadors for a drug-free lifestyle.

 Exposes thousands of cadets to cyber defense careers through CyberPatriot, the Air & Space Forces Association National Youth Cyber Security Competition.

 Accounts for about 10% of the cadets who make up each of the U.S. Air Force Academy's classes.

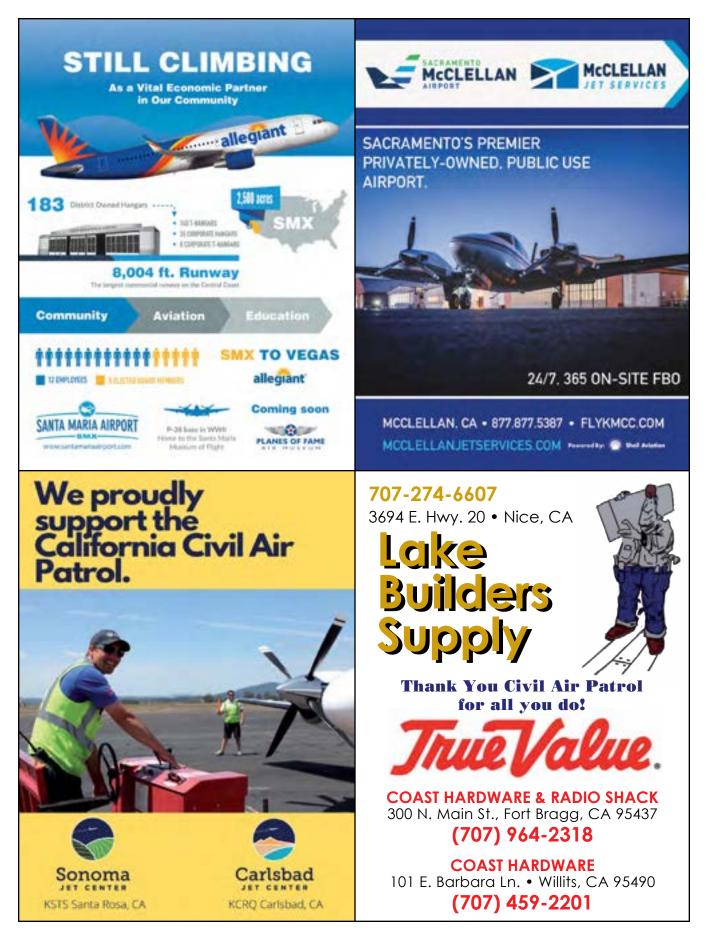
Enables cadets who have earned the Gen. Billy Mitchell Award to enlist in the Air Force, U.S. Army, and U.S. Coast Guard at a higher pay grade.

 Participates in the International Air Cadet Exchange program.

 Awards college scholarships in several disciplines.









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