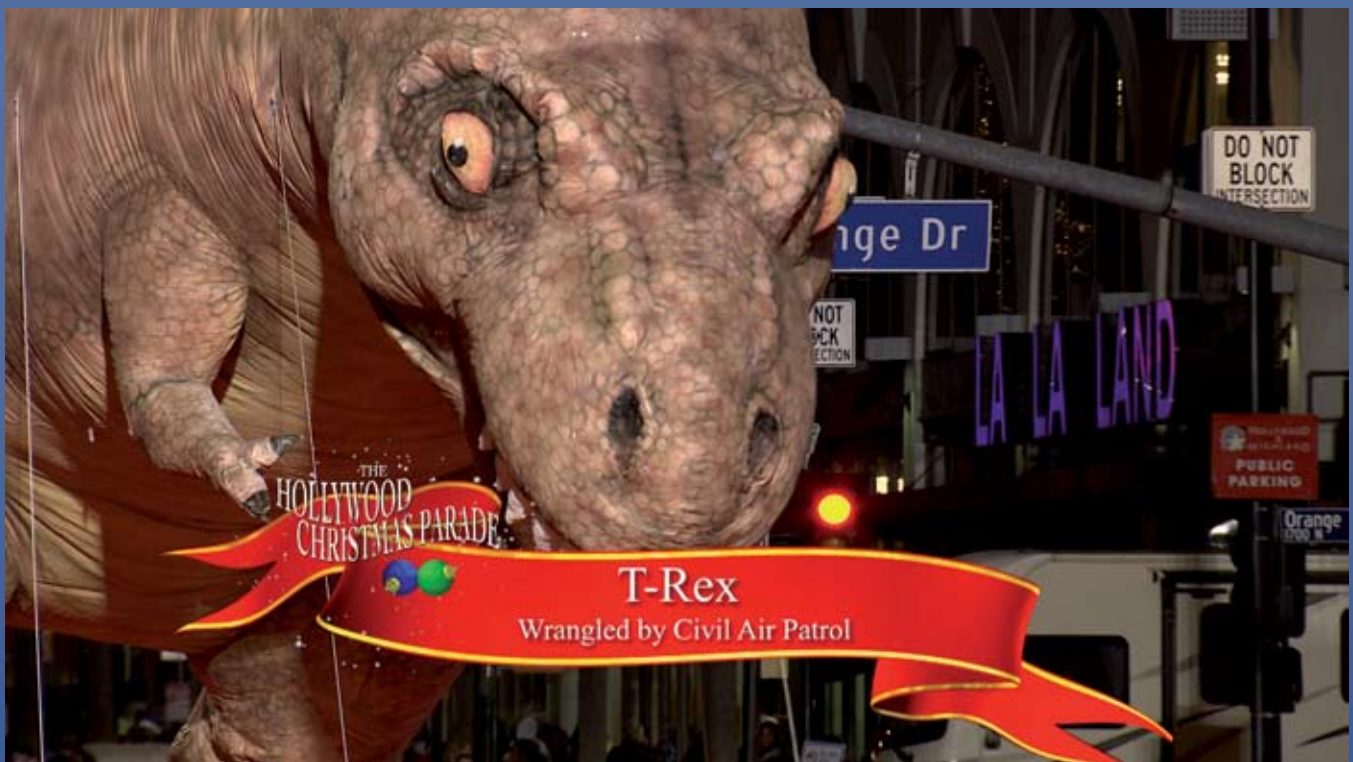


Spring 2022

# Bear Facts

*The Official Magazine of California Wing Civil Air Patrol*



**CAP cadets guide the T-Rex balloon at the annual Hollywood Christmas Parade**

# Bear Facts

The Official Magazine of California Wing Civil Air Patrol

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Col. Ross E. Veta  
California Wing Commander

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

## Commander's Corner

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



Dear Fellow California Wing Members,

Rather than focusing on the Pandemic, it's time we focus more on the achievements and progress of this great Wing. What an eventful and exciting time this has

been. California Wing has been driving forward in all of our missions and we have achieved an operational stride unrivaled by anyone. Even during the adversity of the Pandemic, we continue to grow, to achieve and to innovate. Here are just a few of the great achievements



that our members have earned and progress that has been made in 2021:

From December, 2020 to December 2021 our membership numbers continue to grow. Since then we have increased our Cadet population by a stellar 13.8% and our Senior Member population by over 3%!

Our Community Emergency Response Team (CERT) training program is in full swing with instructors qualified, employed and training throughout the Wing.

Our Resilience Training Program is going full speed with instructors trained and deployed and we're even working with other Wings to help them develop their Resilience Training Program!

*Continued on page 17 . . .*

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**ON THE COVER: CAP cadets guide the T-Rex balloon at the annual Hollywood Christmas Parade. Photo credit: 1st Lt. Dan Goldman. See article on page 21**

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# A Wing Weekend In Sacramento

*2021 California Wing Conference Staff*



Laughter, camaraderie, and the taste of delectable cheesecake filled the ballroom of the Hyatt Regency Sacramento on the last weekend of September as members from all over California Wing (CAWG) celebrated 2021-- yet another successful year of volunteer service. Members of the wing were ready for an in-person California Wing Conference after the 2020 conference was converted to a virtual event in the wake of the pandemic. It was a long time coming, and everyone was ecstatic to be together, to learn something new, and to congratulate the cadets and seniors of CAWG for receiving well deserved awards.

Thursday kicked off with member arrival and class administration. This year's conference offered over 45 classes under our three missions-- Cadet Programs, Emergency Services, and Aerospace Education.

The heat started building on Friday when more members started pouring in to attend classes. We started with the Aerospace Education Officer's School and Resilience Training. We ended the night overlooking the State Capital at the Commander's Reception on the 15th floor, where members enjoyed a 360-degree view of Sacramento. The evening was lighthearted and sentimental, where old friends caught up over tasty hors d'oeuvres and hand-crafted beverages.

Saturday morning, members enjoyed coffee and pastries outside of the Grand Ballroom before heading into the General Session. The General Session features presentations of well-deserved awards to members and wing-related announcements. Brigadier General Regena Aye and Major Charles Christian were two of our guest speakers. Brig. Gen. Aye discussed how great CAWG has been doing with the COVID response and Emergency Services work. The General Session was followed by courses that encapsulate all three of our Civil Air Patrol's missions.

Around 1700, conference guests started making their way to the cocktail hour, dressed in their finest. Everyone looked fabulous! The awards banquet started outside the ballroom with cocktails, a photobooth, and empty stomachs. As guests made their way into the banquet hall, they were greeted by an intimate and warm dinner setting. The centerpieces



***The banquet provided an opportunity for old friends to catch up. Photo credit: 2021 California Wing Conference Staff***



***The dinner setting was very festive. Photo credit: 2021 California Wing Conference Staff***

were slats of pine wood, cut down by Lt. Gregory and laser engraved with the conference logo. The candles were a limited edition for the 80th anniversary of Civil Air Patrol. These centerpieces were later taken by a lucky member who was randomly selected via a silver star affixed to their program.

We began the service with a Presentation of the Colors by the California Wing Color Guard. Dinner was then served by the very professional Hyatt Regency hotel staff, and there were many empty plates by the end of the night. Dinner was exceptional, and so was the company. CAWG was

honored by the guest speaker, Dr. Anita Sengupta from Squadron 35, where she talked about the exploration of Mars and her work with NASA. She discussed the importance of women in the STEM field, inspiring many members in her audience.

While members of the wing were devouring cheesecake, Colonel Ross Veta was welcomed to the stage with an impromptu theme song, *The Imperial March*. Before he could start his speech, a member yelled out “Colonel Veta, I am your father,” making the entire banquet hall erupt with laughter. He then started handing out small tokens of his appreciation to his staff members. One example is Lt. Col. Gregg Olsen having angel wings bestowed upon him for his immense efforts to keep us safe and informed in the wake of the pandemic.



**Lt. Col. Gregg Olsen, the Group 1 commander and Wing Health Services Officer, earns his wings!**  
**Photo credit: 2021 California Wing Conference Staff**



**From left to right, 2nd Lt. Ron Craighead, 2nd Lt. Elizabeth Boyd, Maj. Jennifer Davenport, Maj. Ron Irick, and 2nd Lt. Stephanie Guaiumi, enjoy the banquet dinner. Photo credit: 2021 California Wing Conference Staff**

Brigadier General Regena Aye commended California Wing’s unique and team-oriented efforts to provide outstanding Emergency Service responses and training. Col. Veta had this comment after receiving the following prestigious award:

“During the period of 1 March, 2020 to 31 July 2021, California Wing provided exceptionally outstanding performance and achievement in the execution of the Civil Air Patrol’s mission for America by exceeding expectations in all our missions while providing disaster relief as the Premier Disaster Preparedness, Prevention and Relief Organization that we have now become. As a result of the performance of every one of our members, California Wing has been awarded the prestigious *National Commander’s Commendation*.”



**All California CAP members who were members during the period 1 March 2020 to 31 July 2021 are eligible to wear the National Commander Unit Citation ribbon, as described in CAPF 39-1.**

Individual awards were presented for the “Of The Year” awards, and Brig. Gen. Larry Myrick and Brig. Gen. Regena Aye presented awards certificate to Spatz recipients.



**Brig. Gen. Aye presents an award. Photo credit: 2021 California Wing Conference Staff**




**Col. Veta presents the Airborne Photographer of the Year award to Capt. Richard West. Photo credit: 2021 California Wing Conference Staff**

The life and service of Lt. Col. Peggy Myrick was honored by the presence of her family, close friends, and her Civil Air Patrol family. Col. Virginia Nelson touched on Lt. Col. Myrick's exceptional achievements with CAP, such as her role in the International Air Cadet Exchange (IACE) and mentoring numerous cadets and senior members alike. Blue skies and tailwinds.

To honor the theme of *Together We Stand*, the California Wing Conference 2021 staff would like to extend a big thank you to:

- Maj. Ken Benner, with his amazing sound and lights during the general session and the awards banquet.
- Cadet 1st Lt. Apolinar Acevedo, Cadet Master Sgt. Eleanor Behrens, Cadet Airman 1st Class Djoni Muresan, Cadet Master Sgt. Grace Muresan, Cadet Master Sgt. Ephriam Shalunov, and Cadet Master Sgt. Kamram Siddiq, for performing ceremonial duties at the awards banquet.
- Jana Acosta, our amazing event planner with the Hyatt, ensured everything ran smoothly.
- Maj. Douglas Miller, for driving the Chuck Wagon (below) in a city with small streets.
- Lt. Col. Roger Dunn, for bringing the STEM trailer and the flight simulators from all over California.

A special thanks to our wonderful instructors who taught classes from Public Affairs to Government Relations—and so many more. There are many other people we would wish to thank individually, but that list would take the entire Bear Facts magazine. So, thank you for making the 2021 Wing Conference a huge success; we cannot wait to see you next year! 



**The CAWG mobile kitchen, parked in front of the hotel, was available for tours. Photo credit: 2021 California Wing Conference Staff**

*Editor's Note: Kudos to the 2021 California Wing Conference staff! View their bios at <https://conference.cawgcap.org/staff/> \**



**Lt. Clair Gregory, CWC 2021 Project Officer**



**2nd Lt. Samantha Moat, CWC 2021 Protocol Officer & Head of Registration**



**Lt. Richard West, CWC 2021 Co-IT Officer**



**Lt. Stephen White, CWC 2021 Co-IT Officer and Webmaster**



**Lt. Brigitte Furra, CWC 2021 Assistant Project Officer**



**Col. King Maximus Julien XIII, CWC 2021 Virtual Co-Host for the Thursday Pool Party.**

\* Photos courtesy of 2021 California Wing Conference staff. 

# Pacific Region's Ishikata Passes; Commander was 59

*Source CAP News www.cap.news*

Col. George Ishikata, Civil Air Patrol's Pacific Region commander, died Dec. 30. He was 59.

"I was deeply saddened to learn of the untimely passing of Col. George Ishikata. He led the Pacific Region with grace, humility, wisdom, and strength, always offering a warm smile and a caring word," said Maj. Gen. Edward D. Phelka, CAP national commander and CEO.

"He will be terribly missed by all of Civil Air Patrol."

Ishikata became region commander Nov. 14, 2020, after being named to the position by Maj. Gen. Mark Smith, then national commander and CEO.

Ishikata's CAP career began in 1977, when he served as a cadet before embarking on a career in the U.S. Army. Over the ensuing 43 years he served at multiple levels of CAP, helping lead the California Wing's San Francisco Cadet Squadron – one of the California Wing's most successful squadrons – and also at the wing and region levels.

He was national Cadet Programs staff coordinator from September 2017 until his tenure as region commander began. He also served with CAP's national Cadet Officer School and with the International Air Cadet Exchange.

Ishikata retired from the Army as a colonel after nearly three decades. He served as an Army military intelligence officer, holding sensitive intelligence positions at the highest levels in Iraq, Afghanistan, and Kosovo.

He received two Defense Superior Service Medals from the Army, the Legion of Merit Award and a Bronze Star Medal, as well as five Meritorious Service Medals. Other military honors include the Federal Asian/Pacific American Council Meritorious Service Award, which he received in 2006.

His CAP awards include five Exceptional Service Awards, two Meritorious Service Awards and five Commander's Commendation Awards.



**Col. Ishikata, seen here at the conference banquet with Capt. Frank Bagheri and Maj. Bob Obreiter, attended the California Wing Conference in October. Photo credit: California Wing Conference Staff**

# An Evening with Astronaut Wally Funk

*Lt. Col. Dee Chester, CAP*

On December 4, 2021, Civil Air Patrol hosted a once in lifetime event at the Flight Path Museum at Los Angeles International Airport (LAX). For those of you who have not heard of Ms. Wally Funk, I encourage you to do some research on this aerospace legend. She earned her pilot's license at age 16, and ultimately acquired every rating that the FAA had to offer. She was a CFI I and II, instructing at Santa Monica, Torrance, and Hawthorne airports. Wally became the first FAA Investigator and later adding the title of NTSB Investigator at LAX. (National Transportation Safety Board (NTSB) investigators interview survivors and witnesses, examine aircraft parts, instruments, and engines, and review maintenance and flight records to determine the probable cause of aircraft accidents.) She was a captain for Sierra Pacific Airlines and was chief flight instructor for several flight schools. Total hours-19,800!

Wally always wanted to go into space. So in 1960, she and 12 other girl aviators were invited to participate in the same testing as the guys, of which seven would become the "Original 7" Mercury astronauts. Wally and her colleagues' test results exceeded many of their male counterparts. While the 'Mercury 13' prodded NASA to allow them to join, NASA declined because no female had an engineering degree.

Wally never gave up, applying to NASA twice, but was turned away yet again. In July 2021, Wally was asked to fly on Jeff Bezos's Blue Origin first flight to space! She flew on July 20, 2021 (52 years after Apollo 11's lunar flight) and added the title Astronaut to her resume.

I had met Wally at several Virgin Galactic events. We both had signed on as Future Astronauts. Immediately, we developed a friendship, and many of our conversations were centered around flying and space. After her flight, I surprised her by attending her parade, spending two days just listening to her



**Astronaut Wally Funk. Photo courtesy of Blue Origin**

comments regarding the trip into space. It was one of those times that I wished I could have recorded it.

I asked Wally if she would like to come to California and present to the Civil Air Patrol and she agreed. Despite a calendar extremely full with other speaking engagements, we found an open date.

When Wally arrived on Thursday Dec 2, 2021, I awaited her at the airport arrival area. Twenty, then 30 minutes went by and I wondered if I had missed her. Then I saw her walk out with a big smile and a greeting of, "Guess what? The pilot recognized me and invited me to sit in the cockpit!" She flew on a 787 Dreamliner, an aircraft that she had not been on before, so she was happy about that. She wanted to see some of her Southern California locations.



**The 82-year-old returned from space alongside the billionaire Amazon founder Jeff Bezos, his brother Mark, and an 18-year-old student. Photo courtesy of Blue Origin**



The first stop was Hermosa Beach, where she owns property. We visited with the occupants, then headed back to the hotel. Friday would be a full day, so we needed to turn in early.

We started early on Friday, arranging a flight in a CAP aircraft for an orientation flight of the area. We were met at Santa Monica Airport by our pilot, 1st Lt. Kate Scott of Squadron 51. We were really hoping that the low clouds and fog would clear by 11 a.m. We waited and waited, but the weather just did not want to cooperate. We visited the Santa Monica Museum of Flight, listening to stories from Wally. I had also lined up a news interview with one of our local stations, so that took place as well. The clouds finally burned off, but our flight window closed with the corporate aircraft. We did get a flight from a pilot to Camarillo airport for a lunch. With Wally at the controls, she took off, heading back to Santa Monica. Later that evening, we watched the interview on TV and yes, Civil Air Patrol was mentioned.



**Wally Funk and 1st Lt. Kate Scott preflighting CAP Aircraft. Photo credit: Lt. Col. Dee Chester**



**Wally Funk flying. Photo credit: Lt. Col. Dee Chester**

Saturday arrived and, in the morning, Wally wanted to see Hawthorne Airport. As we pulled up, she pointed out where her flight school was (it is closed now) and then the large manufacturing plant across the runway. She identified it as Northrop. That is now the home of SpaceX! Of course, we had to stop to get photos of the booster that stands on the corner of the two streets! As the main event was nearing later, we returned back to the hotel.

The site of our event, The Flight Path Museum of LAX, is a wonderful museum dedicated to commercial aviation. You can easily get lost in past historical airlines that no longer exist--Pan Am, PSA, TWA, Piedmont--the list goes on. The flight attendant uniforms and wings from years past are neatly displayed. If you are near LAX, stop in and see some history!

We arrived at 1500 to set up the event. From the aviation-themed centerpieces to the programs and the patches that Blue Origin sent, the place was ready to go. Guest started arriving at 1730! Among the honored guests were Col. Veta, Lt. Col. Boehm, Maj. Collom and Ch Lt. Col. Morison. After a wonderful dinner, the evening started. I gave a brief history of CAP then had the honor of introducing Wally Funk.

“Good Evening, Ladies and Gentlemen!” At that point, I knew that we were in for an entertaining evening. Wally doesn’t stand still, and that was evident as she moved around, regaling with stories, bringing smiles and laughter to everyone. It didn’t seem possible, but she spoke for 50 minutes, covering her career from a two-year-old inspecting a lug nut from a DC 3 to her space mission. She fielded some questions from the audience, and then graciously posed for photos and signed autographs. The museum display includes a DC-3 just outside on the LAX tarmac. We were able to get a picture of Wally posing the same way as when she was two. Same pose, just 80 years apart.

*Continued on page 17 . . .*

## **Wally Funk** *Cont. from page 15*

As a surprise to Wally, the museum honored her with a plaque that will be included in the Aviation Walk of Fame that is nearby the museum. Clearly, she was touched by the honor.



**2 year-old Wally inspects DC-3 lug nuts. Photo courtesy of Wally Funk**



**Wally again inspects DC-3 lug nuts. Photo credit: Lt. Col. Dee Chester**

As guests departed, everyone had a smile and raved about the evening. A great time was had by all.

On Sunday, I dropped Wally at LAX and said our good-byes....

A huge "thank you" goes out to all who assisted in this event: I cannot thank you enough. ✈️

## **Commander's Corner** *Cont. from page 1*

Our Chaplain Corps has developed a fantastic relationship with the Air Force at Edwards Air Force Base and is now providing DIRECT support by providing Chaplains to assist them in their mission!

Our Cadet Program is growing with many promotions and achievements. During the period we have had 44 Mitchell Awards, 17 Earhart Awards, 16 Eaker Awards, and 3 Spaatz Awards! We accomplished a very successful Encampment, Super ILP, and numerous other Leadership Schools!

Our ES training program is accelerating with numerous SAREXs taking place, including ES training bivouacs and mission aircrew schools.

Our ES program is growing rapidly with many new and potential customers lining up to utilize our unique expertise and resources. From CalOES to the US Geological Survey, and from FEMA to the US Coast Guard, our resources are being utilized to provide new and exciting capabilities to our partners.

Our Aerospace Program is flying high, with special programs taking place throughout the Wing, ranging from a multi-location Aerospace Education and Stem Academy to special guest speakers at numerous events.

The innovation that our members are demonstrating continues to support our growth and development. From WALDO imaging to Drones and from new training opportunities to missions, we continue to provide a World Class program for all our members and vital support to our communities, State and Nation.

We all share the great opportunity to serve in the greatest Wing in the U.S. Let's celebrate who we are and what we do and focus on the positivity of this great Wing. Keep doing what you're doing, influencing and improving the lives of so many people.

Sincerely,  
Col. Ross E. Veta, CAP  
California Wing Commander ✈️

# Semper Gumby! CAP Rolls Out Resiliency Training

*Lt. Col. David Oberhettinger, CAP*

The U.S. Air Force is implementing resilience training for all its airmen, with four hours provided as part of Basic Military Training, plus another eight hours in a classroom setting that is typically performed during orientation after arriving at a base. Resilience is the ability to withstand, recover, and/or grow in the face of stressors and changing demands. The purpose of the USAF program is to build and sustain a thriving and resilient Air Force Community that fosters mental, physical, social and spiritual fitness. Over 200,000 airmen to date have been trained in resilience skills by nearly 5700 certified Master Resilience Trainers, and Air Force airmen resiliency has been a priority for over a decade.

The Civil Air Patrol is, of course, an element of the USAF Community, and we seek to be a thriving and resilient element ready to meet any challenge. Hence, the California Wing is rolling out resiliency training classes across the state. I attended an 8-hour class at Whiteman Airport (Los Angeles) on December 5 that was essentially the USAF class.

The class I took proceeded from an initiative launched in March 2021 by CAWG Commander Col. Ross Veta and intended to strengthen the resiliency of the CAWG membership. Maj. Jennifer Davenport was appointed Program Director, and Ch Maj. Michael Morison was appointed Project Officer. In partnership with the USAF Resilience Team at Edwards AFB, members of CAWG began training as CAP's first USAF Resilience Training Assistants (RTA) and as Master Resilience Trainers (MRT). Currently CAWG has eight RTAs and one MRT and continues to grow its staff. CAWG has been conducting the USAF one-day resiliency workshop throughout the wing, and workshops has been very well received, appreciated, and fill quickly.

My preparation for the class included looking up the definition of *resilient*. I found the synonyms, "Supple, rubbery, stretchy, rolling with punches, snapping back." "Great, CAP



**Official logo of the Comprehensive Airman Fitness (CAF) program, which seeks to help airmen maintain a balanced lifestyle by focusing on the above four domains. The outer (blue) ring reads, "COMPREHENSIVE-AIRMAN-FITNESS." Image source: [resilience.af.mil](http://resilience.af.mil)**



**MSGT Dave Rafter, USAF, conducts a Resiliency class at Edwards AFB. Participants included Ch Maj. Mark Shulman, the Pennsylvania Wing Chaplain. (Col. Veta is strongly committed to our sharing and mentoring the Air Force Resilience program with Pennsylvania Wing.) Photo credit: CAWG Resilience Training Team**

wants me to be Gumby!” But when the instructors, led by Chaplain Maj. Michael Morison (a Master Resilience Trainer), outlined their course objective, they explained that by equipping us with tools to better handle minor stressors, we will also be better equipped to handle major life crises.

But I found that the tools with which they sought to equip me did indeed focus on imparting Gumby-like *flexibility*. After identifying student strengths and values and explaining how they can be employed to overcome obstacles and improve your sense of purpose, some of the exercises the course materials led me through included:




**Image source: [aviatorgear.com](http://aviatorgear.com)**

- **Gratitude: Look for the Good.** Where our focus is often on the things that went wrong, *Looking for the Good* is an opportunity to pay attention to the things that went right. The course suggests thinking about each day’s events and listing two or three things that went well or for which you are grateful.
- **Reframe.** When encountering an event that engenders negative emotional and physical reactions, you can examine your reactions and, where they hurt your performance, reframe your thoughts in a way that will be more productive.
- **Balance Your Thinking.** To avoid getting stuck in a trap of your own making, determine if you have all the evidence needed to understand a worrisome situation. You should (1) examine the evidence, (2) check for a double standard in your thinking, and (3) perhaps contact a friend for their unbiased perspective.
- **Celebrate Good News.** When someone shares good news, take time to help them celebrate. That is, strengthen important relationships by asking questions about the good news and showing enthusiastic support and interest.

Or, as Forrest Gump responded to life’s curveballs, “My momma always said ‘Life is like a box of chocolates; you never know what you are gonna get.’” (“Forrest Gump,” Paramount Pictures, 1994”)

Other topics included practicing mindfulness (e.g., focus on a single thing at a time) and building physical resilience (e.g., create strong sleep habits).

Classroom exercises using a worksheet provided an opportunity to test these tools against selected personal life events. The worksheets and other materials used in the course were taken from a Department of the Air Force training guide.

One takeaway I had from the course was that resilience is not just a personal quality—but also a skill! My New Year’s resolution, extrapolated from the above *Gratitude* principle, is to *take time out of a busy life to focus on savoring the **small pleasures**—a cat sacked out on my lap, a well-brewed cup of coffee, a landing on the runway numbers.* 

# CAP Cadets Wrangle T-Rex

*1st Lt. Dan Goldman, CAP*

Cadet and senior members of Los Angeles area Civil Air Patrol squadrons participated in the 89th annual Hollywood Christmas Parade on Nov. 28. This was CAP's fifth appearance in the parade and the first time back since 2019, as the parade was cancelled in 2020 because of the pandemic.

The cadets arrived at the parade route on world famous Hollywood Boulevard hours before the procession started and helped with inflating balloons and other preparations to get ready for the parade. During the setup time a couple of cadets summed up the experience with one word-- "Fun."

Once it started, at 6:00 pm local time, the job of the CAP volunteers this year was to guide down the parade route the large nutcracker balloon they had helped inflate earlier. In addition to the CAP members, there were representatives from the U.S. Marine Corps, U.S. Air and Space Forces, U.S. Army, various police departments, marching bands, equestrian groups, and musical acts, making their return to Hollywood Blvd.

The Hollywood Christmas Parade was broadcast nationally on the CW Network on Friday, December 17.



***Cadets assist with inflating parade balloons. Photo credit: Associated Television International***



***CAP cadets serve as T-Rex wranglers on Hollywood Blvd. Photo credit: 1st Lt. Dan Goldman***

# CAP Communications Upgrades Are Coming

*1st Lt. Paul Rivera, CAP*

The HF (High Frequency) radio band is used by the military, government, emergency services organizations, amateur radio (aka “ham radio”), international shortwave broadcasting, and citizens band services. One of the first things that happens in an emergency is that cell phone towers go down, leaving large areas without communications. On top of that, there are still many rural areas without cell phone coverage at all. HF radios provide communications for emergency responders over a larger area than UHF or VHF. This can mean providing traditional voice communications; but more and more, there is a need for digital communications, including sending e-mail and computer files over CAP radio links.

CAP has had an extensive HF radio network since the 1950s. Up until the Internet emerged in the 1990s, CAP memos and letters were sent out over the CAP HF network where they were downloaded and then transmitted by VHF radio teletype out to the units, arriving much faster than the mailed copies. Even with the advent of the Internet and e-mail, CAP has continued to maintain and operate an HF radio network that provides CAP, and the USAF, with a fallback communications network that has the least dependence upon intermediate infrastructure. (HF stations do not depend on any intermediate infrastructure, like wires or the internet, to exchange messages and information.) This fallback capability is extremely valuable in disasters or major situations where the “normal” methods of communications are impacted or not available. The USAF has recognized that CAP has continued to maintain this capability, and it is again investing in CAP to update the CAP HF network to the most modern equipment. CAP provides the USAF with this communications network to support critical national security capabilities assigned to the USAF; the network will provide a highly dependable and survivable communications system in the event of compromise to the commercial and “normal” communications systems, regardless of the causation.

On December 11, 2021, a Pacific Region Communications Conference was held online. Lt. Col. David Rudawitz from Oregon Wing organized and presided over the well-attended virtual conference. I personally attended and enjoyed it thoroughly. As a communicator, I found the information presented to be of great interest, and it will help all attendees in their roles as CAP communicators.

I interviewed Lt. Col. Rudawitz to identify the subjects of greatest importance presented at the conference:

*Q. What topics presented at the conference do you feel to be in the top five subjects of importance to CAP members?*

A. (1) The organizers tried to make all of the content at the conference to be of both interest and relevance to the attendees. (2) New information provided included a look at the new HF (high frequency) radio equipment CAP is acquiring to replace the outdated Micom radios currently in use. (3) Information about the federal Cybersecurity and Infrastructure Security Agency’s (CISA) Emergency Communications Division (ECD) (within the Department of Homeland Security) and Statewide Interoperability Coordinators (SWIC) was new to most CAP members and useful to them to understand the depth of support in the U.S. for emergency communications and interoperability. (4) Continuing with the interoperability thread, the review of the new NIFOG (National Interoperability Field Operations Guide) was also new information for most of the attendees as well. (5) And lastly, updates on the GETS (Government Emergency Telecommunications Service) and FirstNet brought attendees up to date on these two important non-radio programs available to CAP communicators and Emergency Services personnel. (FirstNet is a cellular network dedicated to First Responders and those who support them.)

*Q. From your viewpoint, what are the greatest near and long-term changes to CAP Communications?*

A. On the hardware side, the upgrade of the CAP HF network to use modern, state-of-the-art, hardware and accompanying purpose-built software will allow CAP to move into digital communications in a very big way. This greatly enhances CAP capability and helps us to meet the demanding requirements of the USAF. Increased security concerns and associated measures for the protection of critical information by CAP personnel, particularly communicators, will also be driving major changes in operations and in the use of technology.

*Q. What new communications training is in the near-future for CAP members?*

A. Accompanying the new HF radio equipment and systems will be associated training that will be developed in 2022. With the availability of the ReadyOp system, as well as user access to ReadyOp, CAP members that do not have ready access to a CAP radio will be able to practice radio communications and support actual and training missions. This is also important as we continue to be restricted in our activities dues to COVID.

*Q. As the conference was very well attended with nearly 150 members in attendance, do you think there is a heavy CAP demand for Comm information and training?*

A. The large attendance was a good indicator of the interest across CAP for communications information. We often do not do such a good job of “communicating” to our members about communications topics. Prior to COVID and the restrictions on in-person meetings, virtual meetings, such as this conference, were generally not attempted. Over the last 18 months, we have been able to validate the virtual delivery method and are seeing increases in attendance as members become more comfortable with this meeting mode. I expect to see an increase in these types of conferences and training sessions. When I was the Oregon Wing DC, I produced a monthly one-hour webinar on various communications topics. The recordings of these webinars, as well as the slides, can be found on the Oregon Wing website at [orwg.cap.gov](http://orwg.cap.gov).

*Q. Tell us about the new HF radios we will be receiving. What are their advantages over our current HF radios?*

A. After an extensive multi-month procurement process, CAP selected the Codan Sentry HF radio. The Sentry is Codan’s military grade HF radio that is several generations ahead of the current CAP MICOM radios. Besides being built to mil-spec requirements, the Sentry is a software defined radio and intrinsically capable of both analog and digital communications, as well as supporting encryption. The Sentry supports both 2G (our current version) and 3G ALE (Automatic Link Establishment) and digital voice. Think of digital voice as the HF version of the P25 digital communications that we have in our CAP VHF radios. Digital voice provides an exceptional user experience with the ability to cut through the typical HF static and noise and deliver a usable voice signal in conditions that would not otherwise support analog voice traffic.

In addition to the new hardware, CAP has also purchased a custom-built suite of software to support the CAP DIRECT system for digital data transmission. DIRECT will be capable of sending standard format digital messages where the originator enters the information to be sent using a PC and the recipient views the message rendered in a “human readable” format on their PC. The DIRECT system will route messages automatically based on the originator’s addressing of the message much like how email is routed without the direct intervention of either the sender or recipient. The Sentry offers



**Codan Sentry-H radio and power supply.  
Photo source: Codan Communications**



**This control head is being built specifically for CAP by Codan. A control head contains the controls for the radio and can be located in a more convenient location when used in a mobile installation. It is connected to the radio's transceiver unit by a cable. Photo source: NVIS Communications**

many advanced operator features as standard features, most of which are not available with our current HF radios. These include many ALE addressing options and capabilities as well as a much simpler, almost cell phone-like, user interface.

*Q. FirstNet looks to be a great emergency communications system. What are the plans in place for CAWG members to participate within FirstNet?*

A. CAP members interested in FirstNet service should contact their wing DC for information about how to sign up for this

service. Both ORWG and CAWG have active programs with FirstNet for their wing personnel.

*Q. What new ALE standards are we going to implement for HF?*

A. It is my understanding that CAP will implement 3G ALE, leveraging this feature of the Sentry radio. The current MICOM radios do not support 3G, so any ALE network that includes both the legacy MICOM radios and the new Sentry radios will have to use the older 2G standard. In 2G, each radio scans through the list of channels in the selected ALE net independently from the other radios in that net. In order to facilitate a link, the time spent transmitting on each channel during the scan must be long enough to allow all the other radios in the net to scan across the same channel. With 3G ALE, all stations in the net use the same time base and scan each channel at the same time. Thus, the transmit and dwell time on each channel can be greatly reduced. This facilitates a much faster link for an ALE call, and this is extremely important when sending digital data messages. The Sentry also supports other advanced ALE features, including multiple ALE addresses for the same radio, and the ability to scan a selected set of different ALE nets instead of just one net or all nets programmed in the radio. Multiple ALE addresses would be useful for a specific station that has more than one role-- like being a wing and a region message center station. Such a station can have a separate ALE address for each role so that they can scan their assigned nets and respond to calls to either of their assigned roles.

Col. Rudawitz, thank you so much for your time and for the information. This is all very exciting to the CAWG members to have their communications systems be substantially upgraded, as well as receiving training on new equipment.



**This desk console will be used for the base stations. Photo source: Codan Communications**



# Mobile Kitchen in Action

*Maj. Jeff Goeggel, CAP*

The Fall 2021 issue of Bear Facts included an article (“Mobile Kitchen,” p. 35) by Col. Veta introducing an innovative California Wing (CAWG) utility, affectionately known as the “Chuck Wagon.” This major CAWG resource was acquired to support both planned CAWG events like the wing cadet Encampment, and large or prolonged Emergency Services missions. Col. Veta predicted that the mobile kitchen would prove a “vital asset to the CAWG initiative to become the premier Disaster Preparedness, Prevention, and Relief organization.”

Col. Veta’s prediction is rapidly coming to fruition. It is a military truism that the projection of forces is dependent on the ability to manage logistics—to quickly transport and deploy resources when and to where they are needed. Another military saying, that “An army marches on its stomach,” has been attributed to both Napoleon and Frederick the Great. In the short time since the mobile kitchen was completed, the 48-foot trailer has seen frequent use and shown that it can be quickly deployed to operating bases located near the theater of operations—i.e., at the end-of-the-road.

During the weekend of 6 November, for example, CAWG conducted an interagency exercise with Ventura County Search and Rescue (SAR) teams near Frazier Mountain. In difficult terrain that would normally prohibit successful handheld two-way radio operation with the forward operating base (FOB), multiple CAP aircraft with airborne tactical radio repeaters were utilized in a synchronized manner to provide continuous radio communications for the SAR ground teams to their FOB. In addition to CAP and Ventura SAR command trailers, The Frazier Mountain High School FOB provided a forward location for the Chuck Wagon, which provided a hot breakfast and a bagged lunch for all team members. The Ventura County joint exercise shows how the mobile kitchen provides a new capability to support mission staff at a forward base where food service is not available.

Presently, CAWG project officers or mission operations staff who wish to reserve the mobile kitchen for an event may contact Maj. Douglas W. Miller by e-mail or phone. (As usage grows, this will likely be supplanted by a different procedure.) In addition, CAWG is developing a list of qualified drivers/operators for the big rig. Potential kitchen users should note that the CAP HQ website has an article on how to safely serve food to large groups; see Home – Programs – Cadet Programs – To Serve Cadets/ Civil Air Patrol Food Services.

The history of how this resource emerged from a simple idea, or recognition of a need, is instructive for potential innovators within CAP. For the many who have attended different cadet programs on the military bases that CAP uses, one of the problems encountered is places to prepare meals. Approximately five years ago, through a discussion between a small group of officers, the idea arose to have a mobile kitchen that could easily travel to different locations throughout the California Wing. The initial thought was to acquire two 38-foot trailers, one in which to cook and the other to wash dishes and store additional kitchen supplies. Subsequently, it was decided to use only one large mobile kitchen instead of two trailers.

Maj. Doug Miller, from Squadron 56 in Fullerton, started searching for trailers that were from 43 to 53 feet in length. A 53-foot trailer was located, which was eleven years old at the time and in need of extensive body work. It also required the repair or replacement of two freezers. Maj. Miller then received a lead on a brand new 48-foot trailer located in Northridge. Miller was able to negotiate the trailer for ninety thousand dollars less than their lowest estimate. After purchase of a tractor to pull the trailer,




**Ventura County SAR and CAP teams in front of the CAP “Chuck Wagon” at FOB. The Ventura County SAR teams brought several types of ATVs to access the mountainous terrain shown in the background. Photo credit: 2nd Lt. Mark Lucatorto**

extensive work began to convert the tractor/trailer into a complete mobile kitchen. To complete the conversion, both tractor and trailer were painted in CAP colors-- red, white and blue, much like our aircraft paint schemes. Maj. Miller also worked with HQ to vet the philanthropic donation that provided the funding for the purchases.

All that was needed now was an appropriate name other than just mobile kitchen. Maj. Miller and Chief Master Sergeant Noel Furniss came up with the name "Chuck Wagon," and the name was painted onto the trailer.

The new Chuck Wagon made its debut at Encampment, where it got rave reviews from both cadets and staff, and it quickly became popular with the kitchen staff. In addition to Encampment, other early uses for the Chuck Wagon were the Group 7 Open House on 17 July and the Great Pacific Airshow in Huntington Beach. The public reaction to the mobile kitchen's appearance at public events suggests that it may serve as a potent recruitment tool.

In all, total time to completion was five years from inception of the idea in 2016, ending in completion with its successful debut in 2021. I echo Col. Veta with my many thanks to Maj. Doug Miller for the time and effort he put into bringing this project to a very successful completion. Lt. Paul Rivera contributed material on the November interagency exercise at Frazier Mountain for this article. 



**The Chuck Wagon prepares lunches at the Frazier Mtn. base. Photo credit: 2nd Lt. Mark Lucatorto**



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# CAP Chaplains as a Force Multiplier

***CAP Chaplains will assist the active-duty USAF Chaplains at Edwards AFB using Virtual Tele-ministry technology to meet the needs of the Total Force.***

*1st Lt. Gerald Camp, CAP*

The California Wing (CAWG) is experiencing unprecedented growth beyond the scope of its traditional missions, and this expansion mindset includes the CAWG Chaplain Corps. The U.S. Air Force meets the needs of its airmen and civilian workers in ways that transcend providing a paycheck, including spiritually and emotionally. During this period of high operational tempo and demanding deployment schedules, Lt. Col. Michael Bram, the Chaplain of Edwards Air Force Base, wanted to ensure that the spiritual needs of these vital personnel are being met. The base needed a “Force Multiplier.” They looked no farther than their Total Force partner, the Civil Air Patrol. CAP has its own independent Chaplain Corps, even though it is the USAF Auxiliary.

After the 10 September execution of a mission agreement between the Edwards-based 412th Test Wing and the California Wing, CAWG Chaplain Maj. Michael Morison said, “For the first-time, multiple CAP chaplains will be used in an USAF-assigned mission and imbedded directly as members of the Religious Support Team. In a fresh approach to the use of the CAP Chaplain Corps as a Force Multiplier. CAP chaplains will focus on the large number of USAF civilian airmen assigned to their designated squadrons. Thus, we will provide a broader range of chaplain support for both military airmen and the large number of civilian airmen in the 412th Test Wing units.”

According to Ch Maj. Morison, this mission will be accomplished through new Virtual Tele-ministry technology called Third Room, provided by Even Health through AFWERX (a USAF technology accelerator program). This virtual space will give the airman, their families, and civilian employees a safe, and if desired, anonymous avenue for counseling and spiritual guidance remotely. Col. Randal Gordon, Vice Commander, 412th Test Wing, said, “As a CAP alumnus (cadet)... this is a fantastic opportunity to work together as the Total Force.” Col. Ross Veta, CAP California Wing Commander, said, “This is another way California Wing can contribute to the overall mission of the USAF as a Total Force partner-- assisting with the mental and spiritual health of fellow airmen.”

The first three CAP chaplains started training on the software, and on USAF practices and protocols, on 9 September 2021. They are Maj. Michael Morison, Capt. AnnaMae Tubeneck, and Capt. Ronald Martin. The CAP chaplains will assist three days a month at Edwards AFB. “This breakthrough represents a year-long effort of collaboration, hard work, and dedication, and is going to produce enormous benefits for our airmen,” said Brig. Gen. William Betts, vice commander, 1st Air Force (AFNORTH). “We’re proud to work with our volunteer teammates in the Civil Air Patrol and are very fortunate to have them expand their strong, supporting role with this new initiative.”



***The CAP Team: from left to right: Ch Capt. Ronald Martin, CAP; Maj. Mark Nickelson, SQ-57 CC; Col. Ross Veta, CAWG CC; Ch Col. John Murdoch, National Chief of Chaplains (emeritus) CAP; Ch Maj. Michael Morison, CAWG CAP; Col. George Ishikata, Commander, Pacific Region CAP; Ch Capt. AnnaMae Taubeneck CAP. Photo credit: 1st Lt. Gerald Camp***

# The First Approval of a CAP Aircraft to Use Unleaded Fuel

*Lt. Col. Noel P. Luneau, CAP*

On Nov 18, the Civil Air Patrol (CAP) completed the paperwork required to use unleaded fuel in its Cessna 182T, tail number N445CP and call sign CAP445, based at Reid-Hillview Airport (RHV) in San Jose, CA. This is the first aircraft in CAP's approximately 560-aircraft fleet to make the transition to unleaded aviation gasoline. The switch comes less than a month after Textron Aviation, which manufactures this aircraft model, announced that it was approved to use unleaded fuel.

Reid-Hillview joins San Carlos Airport (SQL in San Carlos, CA) and Watsonville Airport (WVI in Watsonville, CA) as three of a small but growing number of airports in the country to make available unleaded general aviation fuel, commonly referred to as UL94. UL94 is a replacement for the 100LL (aka, "100 Low Lead") traditionally used in general aviation aircraft. 100LL contains up to 2 grams of lead per gallon, on a par with the automobile fuel common in the 1970s. Concerns about the presence of lead in the vicinity of the airport have grown over the last decade, leading to a unanimous vote by the Santa Clara County Board of Supervisors to convert RHV and San Martin Airport (E16 in San Martin, CA), another county-managed airport, to lead-free fuel in the new year. Among a sample of several small airports in the San Francisco Bay Area that carry the unleaded fuel, the price differential between the two fuels is only 10 or 15-cents per gallon.

San Jose Senior Squadron 80 is responsible for CAP aircraft based at RHV. According to the commander, Capt. Richard West, "Civil Air Patrol has operated from Reid-Hillview Airport for nearly 80 years serving our nation, state, and local community. Transitioning our aircraft to use unleaded aviation gasoline addresses an expressed concern of our local community and does not impact our operational capabilities. All those connected to the aircraft, from the pilots to maintenance personnel, take great pride in being the vanguard for transitioning Civil Air Patrol's entire fleet of aircraft to using this safer, environmentally-



**Placard applied to the CAP aircraft based at Reid-Hillview Airport of Santa Clara County indicating that it can now be fueled with UL94. Photo credit: 2nd Lt. Ilya Shabalin**



**The CAP Cessna 182T being fueled with unleaded fuel, provided by Trade Winds Aviation, at Reid-Hillview Airport of Santa Clara County. Photo credit: 2nd Lt. Ilya Shabalin**

friendlier fuel. Feedback from aircrews since we started fueling with UL94 has been nothing but positive."

Lt. Col. Shawn Lawson commands a group of ten CAP squadrons spread across the San Francisco Bay Area (Group 2), including Squadron 80. According to Col. Lawson, this development is part of a larger vision: "From both a resource management and social responsibility perspective, moving from 100LL to UL94 is a win-win. We rely heavily on the collective relationships our units foster and develop with the community to be able to continue executing our missions, and we do so as responsible stewards of appropriated funds. As availability of UL94 increases, so will our drive to transition the fleet."