

Summer 2022

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# Bear Facts

The Official Magazine of California Wing Civil Air Patrol

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*Bear Facts* encourages contributions from all CAP members, military personnel, and related agencies. Material must be original, free of copyright constraint, unpublished, and submitted only to *Bear Facts* magazine, which reserves the right to approve, reject, edit, abridge, or expand any submission. Ideas for feature articles should be discussed in advance with the Editor, Lt. Col. David Oberhettinger.

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For information on advertising rates and space availability, please call 1-800-635-6036.

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,

Imagine that we are on a leg of a relay race: our team is way ahead of the pack. Our goal is to carry the baton and pass it to the next runner so they can proceed in the race. What would we do now? Do we slow down and celebrate the fact that we are winning and have achieved or exceeded our goals by being ahead of the pack, or do we work as hard as we can supporting the team so that the next runner can be successful. You already know the answer, we finish our part of the race strong, energetic, enthusiastic and with all the energy that we can bring to the team. That is the sign of a champion and a true winner. You are all true champions and you are all true winners.

By the time you read this message we will be in the fourth year of this command, and the fourth leg of this race. We have enjoyed unprecedented and historical successes in every aspect and element of our program. We have exceeded expectations in all our missions and provided the utmost service to our members, our State and our Nation. That said, now is not the time to celebrate, rather now is the time to finish strong and to move the baton of command and mission successes to the next runners. Together we have taken this Wing left strong by those before us and launched into new horizons and opportunities for those who lead after us. Together we will be remembered not for what we have, but for what we have done as a team and as a family.

We have endured difficult times together with great successes. I call upon you again to gather your strength, your energy and your enthusiasm to bring the baton of success to those that are willing to carry it forward into the future. Thank you again and again for all that you do, for the lives that you improve, and for your willingness to inspire others.

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

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**ON THE COVER: Yipi, a 10-month Kelpie-mix, watches intently as a CAP Cessna 182 departs on a training mission for California Rescue Dogs Association (CARDA) at Sq. 44 in Concord on 5 February 2022. Trained search and rescue dogs can track a scent up to 96 hours old, but must remain calm and focused. Cover photo credit: 2nd Lt. David McCrossan**

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# CAP is Going to the Dogs

## CAP's Canine Volunteer Partners Take to the Air

*2nd Lt. David McCrossan, CAP*

Aircrew from across Group 2 spooled up on 5 February 2022 to support a long-standing partner of CAP, the California Rescue Dog Association (CARDA). CARDA's mission is to train, certify, and deploy highly-qualified search dog teams to assist law enforcement and other public safety agencies in the search for lost and missing persons. CARDA is the largest and most geographically dispersed of the three search dog groups in California that are direct resources of the State of California Office of Emergency Services (Cal OES). CARDA provides search dog services to all public service agencies at no charge.

In the first such training mission since the pandemic, aircraft from Sq. 188 in Oakland, Sq. 156 in Livermore, Sq. 80 in San Jose and Sq. 44 in Concord hosted a dozen experienced handlers on multiple orientation sorties for their experienced (and some not so experienced) canine fliers. The goal of the training mission was to familiarize both handlers and dogs and prepare for future search missions supported by CARDA.

Trained specialist dogs are a familiar sight to many CAP Emergency Services ground team search missions when working alongside local emergency services personnel, such as the County Sheriff's department. Operating in an area search or specific target search role, these unique animals come into their own with their highly developed tracking skills.

As he made his way to board the warmed-up Cessna 182 of Sq. 44 on the Concord ramp with his eager four-year-old search dog "Zoom" in high-viz harness, Jerry Del Rio shared some insights from his 15 years working with CARDA on search missions. "We get called out to all kinds of search locations, some of them very remote, in the northern part of the state. Endurance is a key requirement for both dog and handler. Some of our younger volunteers may head out prepared to maintain self-sufficiency for themselves and their dog for 24 hours straight, in remote terrain up to 7,000 ft. elevation."



***"Zoom," an eager CARDA search dog, and mission pilot Capt. Karin Hollerbach of Sq. 188, bonded before the excitement of the training flight at Sq. 44, Concord, on 5 February 2022. Photo credit: 2nd Lt. David McCrossan***

Jerry also highlighted the importance of the orientation flights with CAP. "Our dogs and handlers do train regularly with other emergency services departments, and many have flown in helicopters. The smaller fixed-wing aircraft flown by CAP create a new experience for many of these dogs. We need to know that they're ready and prepared for their search mission when they land. That means they need to be comfortable and undistracted by the experience of flying in a CAP plane. This training helps them maintain their focus."

On the ground, CAP members had lots of questions—and many answers—from the CARDA volunteers

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participating in the training mission. “One of the most common questions we hear is, ‘Are all breeds of dogs equally suited to this search role’,” added Cheryl Patelzick, as she readied for the preflight briefing with “Hope,” her three-year-old Ridgeback mix—already a veteran of several searches. “Most breeds are capable of the requirements our missions demand. It’s a common myth, supported perhaps by the dogs used in movies, that bloodhounds are the ideal search dog with the best scent-trailing skills.” Cheryl added, “While most dogs are trainable, certain breeds do of course bring their own strengths, for example herding dogs in an area search. Not all breeds have the same tolerance for heat. And there are some breeds, like the terriers, that are ultra-focused on the target.”

“How did CARDA manage during the intense months of the pandemic?” Cheryl and Jerry shared, “One of the toughest parts of the restrictions was the need to train individually rather than in groups, for almost a year. However, we still continued on callouts generated by Cal OES and directed to our local agency partners.” All agreed that the training flights provided by CAP across several Northern California locations were invaluable in preparing dogs and handlers for the tasks, and specifically helping some with passing their required Mission Ready certification for Cal OES.

One newbie to the training mission was “Yipi,” a 10-month Kelpie-mix puppy, with her CARDA handler Kathy Gaughen, who brought 17 years of experience in searches. “This is the best time to start the dog’s training, although we do sometimes bring dogs into the program that are a little older—but generally before age two.”



***Trained specialist dogs like “Hope,” pictured here on a training mission at Sq. 44, Concord, CA on 5 February 2022, often work alongside local emergency services personnel such as the County Sheriff’s department. Operating in an area search or specific target search role, these unique animals come into their own with their highly developed tracking skills. Some can trail a scent up to 96 hours old. Photo credit: 2nd Lt. David McCrossan***

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As the Sq. 44 training flights wrapped up for the day, Jerry shared some insights, which struck a chord with some of the CAP audience (perhaps thinking about the value of cadet programs). “My first search dog was a juvenile Australian Shepherd. He was rather ill-disciplined and restless around the house. A few months later he was focused, disciplined, and had an even, mature temperament. He was ready for his first mission.”

When asked about the biggest takeaways from the training event, Jerry responded, “CAP volunteers were out here today supporting fellow volunteers in CARDA, in support of the shared public safety mission: when the next real search arrives, we all know we’ll both be ready.”



**A newbie to the training mission was “Yipi,” a 10-month Kelpie-mix puppy, with her CARDA handler Kathy Gaughen (who brings 17 years of experience in searches). They are shown here briefing for a training mission at Sq. 44 in Concord. “This is the best time to start the dog’s training,” she said. Photo credit: 2nd Lt. David McCrossan**



**LEFT: CARDA handler Jerry Del Rio with search dog Zoom prepare for a training flight at Sq 44, Concord on 5 February 2022. “We need to know that the search dogs are ready and prepared for their search mission when they land. That means they need to be comfortable and undistracted by the experience of flying in a CAP plane. This training helps them maintain their focus and be mission-ready.” Photo credit: 2nd Lt. David McCrossan**

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# Cadet Earns His Wings

*Cadet Maj. Austin McCoy, CAP*

*Editor's Note: In 2019, the Air Force initiated the Cadet Wings program to address the critical pilot shortage. Following a competitive, merit-based, selection process, Cadet Wings provides the money for the continuation of formal flight training for CAP cadets who have already soloed while pursuing a private pilot certificate. (The average U.S. flight student solos upon completing about one-quarter of their private pilot flight training.) As of July 15, six California Wing cadets have completed a checkride with an FAA Examiner and received their private pilot certificate, and another seven are currently enrolled in Cadet Wings.*

On June 2, 2022, I completed a journey—that began over five years ago—with the passing of my FAA checkride and the awarding of my Private Pilot Certificate. Although I began flight training in the summer of 2017, it was interrupted for a few years when money and time became an issue. In 2021, I was given an opportunity to resume flight training by attending the Desert Eagle National Flight Academy in Ephrata, WA. This took me through to my first solo flight, and as the Academy's distinguished graduate, set me on a path to finish training through CAP's Cadet Wings program.



**Cadet Maj. McCoy prior to his first solo. Photo credit: Cadet Capt. Jaciano Jantz**



**Cadet Maj. McCoy after successfully completing his first solo. Photo credit: Cadet Capt. Jaciano Jantz**

Once enrolled in the Cadet Wings program, I began flying immediately—multiple times a week and with plenty of studying in between flights. The intensive training commitment required of students is intended to help achieve one of the program's goals, which is to get students to complete their Private Pilot in less time and cost than the industry average. Extensive study time and “chair flying” helps make sure students are fully prepared for lessons, making the flying more effective and saving time.

To actually apply for the program, the process is typically initiated through CadetInvest in CAP's eServices website, which closes for applications each January 15th. As a National Flight Academy (NFA) distinguished graduate, I had a different application process, bypassing the CadetInvest application. But attending an NFA is certainly not required (though it will make you more competitive). And that's a key point: Cadet Wings is a competitive program, so being active, promoting higher, attending National



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Cadet Special Activities (NCSAs), etc. will all help you to get selected, as will making sure you have ALL required documents. Completing your first solo flight is also best, and while not officially required, is a big factor in getting selected. I can guarantee one thing though: if you don't apply, you will not get selected.



***Cadet Maj. Austin McCoy with FAA Examiner after completing his checkride.***

Cadet Wings pays for nearly all flight training costs, including the checkride fee. In my case, Cadet Wings covered everything after my first solo flight through my checkride, totaling about \$11,000. One thing to note is that CAP will not cover the cost of the medical certificate and written exam required to apply, nor the cost of specialty items (like headsets). But not only does Cadet Wings support cadets financially, the members of the Youth Aviation Initiative (YAI) (most of them pilots as well) are readily available to answer questions and make sure you are on the right path and completing everything you need to be fully prepared for the exam. Part of the program involves meeting with YAI panel members and fellow enrollees every other week to check on everyone's progress and make sure they are advancing satisfactorily. When things come up (weather, family issues, etc.), they are more than willing to help you as needed and assist in working things out to continue your training.

Beyond Cadet Wings, CAP offers funded missions to help cadets continue proficiency flights and get checked out on CAP aircraft (via a CAPF 5, aka "Form 5," checkride). I will certainly be taking advantage of this opportunity to continue with my flying journey and career. After aging out of the cadet program and transitioning to the senior member program, I plan to fly for the Air Force, and after that, as an aerial firefighter. Cadet Wings really was instrumental in getting me to Private Pilot: not only because of the financial support, but because the commitment required gave me the purpose to actually go through and complete my training. The Air Force and CAP really want to get cadets flying, so for any cadet pursuing a career as a pilot, Cadet Wings might be just the opportunity you are looking for to begin your adventures in the Great Blue Yonder. ~~\_\_\_\_\_~~



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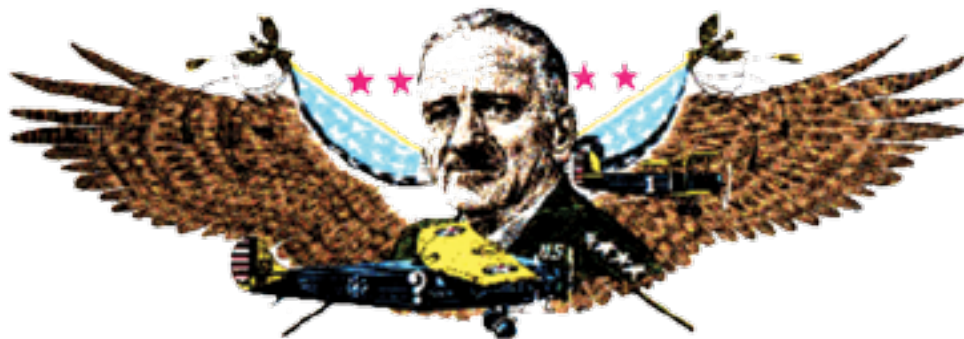


# 2021 California Wing Cadet & Senior Awards

Three California Wing cadets earned the Spaatz award last year—Luca Van Hoang, Jesse Alphonso James II, and Winston Maa. The General Carl A. Spaatz Award is Civil Air Patrol's highest cadet honor. It is presented to cadets who have demonstrated excellence in leadership, character, fitness, and aerospace education. Cadets qualify for this prestigious award after devoting an average of five years to progress through sixteen achievements in the CAP Cadet Program. Along the way they develop self-discipline, a strong sense of personal responsibility, the ability to lead and persuade, and the foundation necessary for pursuing a career in aviation, space, or technology.

The final step a cadet must complete to earn the Spaatz Award is a rigorous four-part exam consisting of a challenging physical fitness test, an essay exam testing their moral reasoning, a comprehensive written exam on leadership, and a comprehensive written exam on aerospace education. Upon passing the Spaatz Award exams, the cadet is promoted to the grade of cadet colonel. On average, only five cadets in one thousand earn the Spaatz Award.

The Spaatz Award is named in honor of Carl "Tooney" Spaatz, the first Chief of Staff of the United States Air Force. One of the giants in the history of airpower, in 1929 Spaatz, together with another pilot, set an important flight endurance record of 150 hours and 40 minutes in the early days of aviation. During World War II, he commanded the Allied air campaign against the Nazis. In the Pacific Theater, the atomic bombing of Hiroshima and Nagasaki took place under his command. After retiring from the Air Force, General Spaatz served as the first chairman of the Civil Air Patrol National Board.



*- Courtesy, The Spaatz Association*

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# 2021 Cadet Milestone Awards

<b>Wright Brothers Award</b> 	<b>Billy Mitchell Award</b> 	<b>Amelia Earhart Award</b> 	<b>General Ira C. Eaker Award</b> 	<b>General Carl A. Spaatz Award</b> 
<p>Cyrus Sebastian Allen Seth Cameron Ambre Sebastian Kelin Arenas Daniel Levi Armstrong Grace Benham Sophie Benham Jonah Douglas Bird Constantine James Blastos Matthew Neil Brians Heather Jihae Byun Yixian Cao Atharv Chaudhary Isaiah Felipe Chavez Esme Serenity Chen Benjamin Chow Christine Chung Matthew Chung Furious Clay Chelsea Jo Claypool Lucas Thomas Cox Christian Isaiah Daniels Lucas Eliot Danneker Adam Stewart Darvishian CALucas Jeffrey Davies William Avery De Baca Aidan Shea Devine Finn Deveer Doyle Braden Anthony Drewitz Joshua Samuel Dumalig Brandon Chiraphan Dumrong Justin Luo Duval Ethan Prinhyar Failano Kayla Sky Babe Farmer Ava Nicolasa Fernandez Luci-Ella Charlena Fernandez</p>	<p>Lena Renee Amato Caleb Joshua Burns Logan Byun Katia G Cahoon Anastasia I Cardona Jack Douglas Chabot Alexander N Chaiyees May Isabelle Conlin Judah P. Corkwell Simeon Alonzo Denning Thomas Harmon Durling Graham Ian Feldman-Townsend Sanjana Maria Fernando Joseph J Ferrari Terrance Fung Zackary Goldberg Varin Gupta Portlen Jeremy Hall Priya Hasham William Michael Haskett Andrew Ji Ryan J Kim Christopher Lee Kyle II Preston Kwok Kayden Russell Maly Nathan Joongsa Mancebo Isaac Steven McCarthy Seneka S Millawabandara David Collin Miller Hudson Reid Musial Caleb Thiendinh Nguyen Nathan Ellis Pool Samuel Thomas Raeder Christopher Samuel Ramirez Jr</p>	<p>Apolinar Acevedo IV Christian Michael Colabella Ava Lourdes Fontamilla Mary E Foster Terrance Fung Brooklyn Guan Sofia M Guzman Mark Francis Hockel Daniel James Lawrence Cody Garin Layne Adam Parker Lucas Aidan James Peek Varsha Penumatsa Nicole Steinmetz Stefanie P Storms Andrew L Skillin Nicolas B Tumaneng Spencer Wallace Wong</p>	<p>Luca Van Hoang Jesse Alphonso James II Abigail Jiyyin Lee Winston Maa Mike Nassif Adithya Umesh Patil Miller Schuler Rasmussen Christian Michael Zoutis</p>	<p>Luca Van Hoang Jesse Alphonso James II Winston Maa</p>



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<p><b>Wright Brothers Award</b></p> 	<p><b>Billy Mitchell Award</b></p> 	<p><b>Amelia Earhart Award</b></p> 	<p><b>General Ira C. Eaker Award</b></p> 	<p><b>General Carl A. Spaatz Award</b></p> 
<p>Melody Mashouf Stephanie Annette McLemore Ryan E Megrdle Santiago Garcia Mendez Jackson Merrick Alexis Michelle Mireles Brady Aaron Mollica Dhoni Ray Muresan Grace Muresan Praise Namuleme Alexander Aram Nouripour Anna Isabel Nunez Lucas Ryan Owen Joshua M Park Scott Xander Paterson Alison Peckham Sebastian Reese Perrin Kriti Nidhi Prasad Brenna Elizabeth Rao Sara Teresa Regalado James Reid Kyle Neil Reitan Nicole Suzette Rivas Nina Rock Joshua Jagger Ruiz Sima N Sadaghiani Nurullah Sayin Maxwell Bailey Schrempf Devin Jay Shah Tyler Michael Shin Syncere Damario Smith Tobias Michael Smith Samhita Srivatsan Sethomas R.M.T Steer Oliver Taylor Brett Daniel Threet</p>	<p>Jakob John-Anthony Ramirez Darius I Rimmele Siena Rollins Jose Francisco Romo Albert Brandon Rubin Amelia J Rychlik Ethnan Foster Taft Seth Joseph-Wardell Walowski Yuhui Wang Katelyn Marie Winkleblech</p>			



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SM Jens B Houck	SM Daniela Palgi	SM Michael S Thompson		
SM Alec D Hutchinson	SM Robert D Parker	SM Torin Thompson		
Maj Ronald P Irick	SM Allegra L Patterson	SM Tri D Tran		
SM Steven M Johnson	SM Nicholas R Pegis	SM Jordan P Turner		
SM Alexa Kachadoorian	SM Willy A Pesnec	SM Swaminatha V Vasudevan		
SM Eugene D Keeling	SM Jennifer M Peters	SM Nestor A Viera		
SM Darrin J Kent	SM Timothy L Peterson	2d Lt Pierce W Welch		
2d Lt Apoorva A Kharche	SM Randal M Pollard	SM Austin C Welch		
1st Lt John E King	2d Lt Miguel E Pons	SM David B Welch		
SM Thea L Kirkpatrick	SM Lorin M Ponton	SM Sean D Wheeler		
SM Marisa K Kupsak	SM Edward A Putnam	Capt Denise B Wheelchel		
SM James G Lary	SM Emma R Ragober-	SM Jackie L Wilson Jr		
SM Christine M Lau	Scaletta	SM Joseph M Wlad		
1st Lt Erick C Lauren	SM Legendre P Richards	SM Kevin Yang		
SM Kwok Tung Law	SM John C Rochford	2d Lt Hojin Yun		
SM Jared B Law	1st Lt Colin D Rodriguez			
SM Kevin V Le	SM Kimberly S Rodriguez-			
SM Leo Liberio	Gaona			
Capt Michael A Llamas	SM Gerald B Rohles			
SM Roberto Lugo	2d Lt Nicholas G Ross			
2d Lt John A Lundberg	SM Andres Rubalcava			
SM Douglas J Mackenzie	SM Nelson R Ruiz			
2d Lt Michael L Mahaney	Capt Richard C Rybicki			
SM Armen Manukyan	SM Aaron J Sanders			
SM James D McCrumb	SM Lynn M Schrempf			
SM Billy R McGee	2d Lt Gunther H Seidel			
2d Lt Martin A McMahan	SM Inderdeep S Sethi			
SM Juan R Mendoza	SM Shreedhar M Shah			
2d Lt Michael E Mikita	1st Lt Josephine R Sihner			
SM Morgan Timothy Neher	SM Richard W Silagi			
SM Jonathan V Nguyen	SM Michael B Sipah			
SM John U Nguyen	1st Lt Amber M Smith			
SM Tyler S Nies	1st Lt Christopher J Spear			
1st Lt James E Northern	SM Alex P Squires			
SM Ivan Arsalan Nouripour	SM Mark W Stevenson			
SM Craig R O'Mara	SM Douglas L Szymanski			
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## **Community Emergency Response Team has arrived at California Wing!**

*Lt. Col. Dee Chester, CAP  
CAWG Director of CERT Training*

The Community Emergency Response Team (CERT) is a nationwide program that trains volunteers in disaster preparedness, specific to the hazards that may likely impact their community. The training is in basic disaster response skills, such as fire safety, light search and rescue, team organization, and disaster medical operations. CERT offers a consistent, nationwide approach to volunteer training and organization that professional emergency responders can rely on during disaster situations, allowing them to focus on more complex, resource-intensive, tasks. (CERT-trained individuals would also be available to serve in their neighborhoods when professional responders are not immediately available to help.) Because of Civil Air Patrol's (CAP's) established role in disaster preparedness, and because ground operations are often an element of operational missions, CAP has an interest in participating in the CERT program.

### **A little CERT History:**

The CERT concept was developed and implemented by the Los Angeles City Fire Department in 1985. The Whittier Narrows earthquake in 1987 underscored the area-wide threat of a major disaster in California. Further, it confirmed the need for training civilians to meet their immediate needs. Another training need is to assure that disaster volunteers do not themselves get injured during their efforts: a 2014 survey of 24 nongovernment volunteer organizations by Johns Hopkins University found that 42 percent reported injuries having been suffered by untrained volunteers.<sup>1</sup>

CERT became a national program managed by the Federal Emergency Management Agency (FEMA) in 1993. Currently there are CERT programs in all 50 states, plus many tribal nations and U.S. territories. Each is unique to its community, and all are essential to building a Culture of Preparedness in the United States. There are over 2,700 local CERT programs nationwide, and more than 600,000 people have been trained since CERT became a nationwide program.



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## Civil Air Patrol and CERT:

As we all know, Emergency Services is one of the three CAP missions. Emergency Services training mostly focuses on searching for downed aircraft and finding ELTs, and our members are ready to support these missions as they arise. But, are we prepared for the natural disasters California faces? We all know that earthquake occurrence is a “When, not If.” But other disasters happen too—wildfires, flooding, winter conditions, and tsunamis, --to name a few.

The initial priority CERT teaches our cadets and senior members is to be prepared at home for family and the neighborhood. The neighborhood is considered the 5-7 houses around us—not the entire block. When you know your family has been accounted for, then it makes it easier for you to be deployed for CAP.

The CERT course is taught in the community by a trained team of first responders who have completed a CERT Train-the-Trainer course. In the 20-hour CERT class, you will learn how to mitigate possible dangers in your household, prepare a ‘Grab and Go’ bag, and communicate with your family if you are not already together. Other classes include Fire Suppression, Medical Operations, Light Search and Rescue, and counter-terrorism. Hands on skills are also included.



**CAWG members participated in a “Train the Trainers” event in June 2021 in Bakersfield. Photo credit: Brenda Emrick, Costa Mesa Fire and Rescue**

I have been asked “...will this replace Ground Team?” Although the training is similar in a few areas, and the grab and go bag is very similar to the Ground Team pack, there are many differences between the two. Remember that CERT is for mass casualty disasters, not individual incidents.

CAWG participation in the CERT program is at an early stage, with CAWG only having just begun supporting CERT training. And just to clarify, under the CERT program it is individuals who are “activated”—not CAP units. However, each CAWG group has a newly created position of CERT Officer to provide assistance in scheduling, instructors, logistics, equipment, and other CERT training particulars.

I have been active with my local fire department CERT team since 2006. We have been activated for the 2007 and 2008 wildfires, severe storms, and flooding. We are involved with the bi-annual Orange

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***CERT participants learn about hazards in their area, disaster preparedness tactics, and basic disaster response skills. Photo credit: City of Lake Forest, CA, CERT Program.***



***CERT participants learn about hazards in their area, disaster preparedness tactics, and basic disaster response skills. Photo credit: City of Brea, CA, CERT Program***

County airport disaster drill and training with Department of Homeland Security.

**Please be on the lookout for CERT training announcements from your groups. Being more prepared than now will assist not only our family and neighbors, but it will assure you that everyone is accounted for as you get deployed by Civil Air Patrol.**

1 “Untrained Volunteers May Do Harm as Well as Good During Disasters, Johns Hopkins Study Finds,” Johns Hopkins Medicine, March 26, 2014.





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# The “Windy Radar” Mission

*Maj. Kathy Brown & Lt. Col. Kevin J McDowell, CAP*

“Windy Radar” is a prime example of the sheer variety of new customers and missions that the California Wing is pursuing. On 5 Jan 2022, two aircrews with a total of four crew members and one passenger (we were fortunate enough to bring our CAP USAF Liaison, Lt. Col. Kevin Cummings, along for the ride) completed four sorties totaling 10.8 flight hours to fulfill a customer request from the FAA and Travis AFB. The request included flying in two prescribed areas so the customer could gather data for radar coverage in the vicinity. These sorties are similar to the previous Windy Radar sorties, and we anticipate them to continue.

The crews and base staff had to endure weather challenges and crew changes and, as expected, everyone remained flexible and professional. A special thank you to Lt. Col. McDowell, Capt. West and Capt. Mateos for the long hours and incredible work, as well as my mentor Capt. Mark Wheeler. There was a lot of planning required in the weeks leading up to the day’s flights, including the mission being scrubbed just prior to Christmas due to weather and other challenges. I am honored to work with such an amazing crew. We have received positive feedback from the customer and look forward to continuing to work this mission. After reviewing the data provided, the customer had this to say: “The team did an

outstanding job with tight legs and turns to keep the aircraft over the areas of interest. Excellent work.”

But what is this mission with the intriguing appellation of “Windy Radar” all about? No doubt everyone has seen the wind turbines dotting the landscape of California, across the U.S., and perhaps even in other countries. They are an important part of the energy infrastructure accounting for a significant portion of the electricity supplied in the United States. In 2020, the California Energy Commission reported that wind energy generated within California totaled 13,708 gigawatt-hours (GWh) or 7.18 percent of California's in-state generation portfolio.

However, wind turbines located within the line of site of radar systems create a unique challenge—especially for radar systems involved in air traffic control, weather forecasting, homeland security, and national defense missions. One such case is right in our own backyard. The wind resource area (WRA) at Travis AFB contains nearly 800 wind turbines within a five nautical mile radius located approximately nine nautical miles southeast of the base. It penetrates the Travis Class D controlled airspace. Wind turbines create challenges for air traffic control systems, including false radar returns, excessive radar clutter, and false radar tracks. Wind turbines appear as targets identical to aircraft on air traffic control



***In this selfie, Capt. Eric Choate of Squadron 188 and Capt. Isaac Wilson IV of Squadron 80 preflight a CAP plane for a 5 Jan mission in the vicinity of Travis AFB. Photo credit: Capt. Isaac Wilson IV***

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**Wind turbines located near radar systems can degrade the air surveillance picture. Photo of Travis Air Force Base, California. Photo credit: Bryan Miller**

displays, they compromise air traffic control safety with false targets, and they increase workload for air traffic controllers.

The wind industry wants to increase the number of wind turbines in California. Newer turbines will be larger than current ones, cover greater swaths of land, and, consequently, exasperate air traffic control. Therefore, Travis AFB is seeking solutions to be able to cooperate with the wind industry while providing safe air operations. One of the most common ways of providing technical mitigation for wind farm interference and clutter is ‘in-fill’ radar coverage. Basically, this involves blanking out the area that shows interference and clutter. This blank area is then filled in with data from another radar that is situated so as to not be impacted by the wind farm.

While this process begins with modeling proposed wind turbines and simulating the impact they may have on radar systems, real time data is required throughout all stages of the effort: and that is where Civil Air Patrol comes in. The FAA and USAF tasked CAP to fly a number of flights to assist in modeling, testing and validating changes. This effort, in conjunction with Travis AFB, FAA, USAF, and other agencies, began in 2018. Maj. Steve Renwick was initially approached with a request to utilize CAP aircraft to fly a number of patterns in and around the turbine farms south of Travis AFB designed to stress the radars and trackers. Patterns generally included various forms of parallel lines and expanding/contracting squares—something we know well! The goal of this set of flights was to gather data to allow for the analysis of the interference and provide information critical to identifying potential changes.

During this initial phase, CAP flew approximately 140 hours (120 hours of sorties and 20 hours of relocation flights) utilizing dozens of pilots, observers, ICs, MRO, and staff. The data provided was extremely well received and was crucial in developing a plan to mitigate the interference and clutter. This initial effort, dubbed the Pilot Mitigation Program (PMP), eventually identified benefits for an additional primary radar and provided options for further consideration.

In 2021, we were approached again to continue our partnership to help certify and validate changes made to the software and radar infrastructure with the goal of qualifying infill radars for use in the National Airspace System (NAS). The current mission includes two ‘sets’ of flights. The initial set is led



**Infill radars, like these at Travis AFB, are being vetted as a mitigation measure. Photo source: IEEE Xplore**

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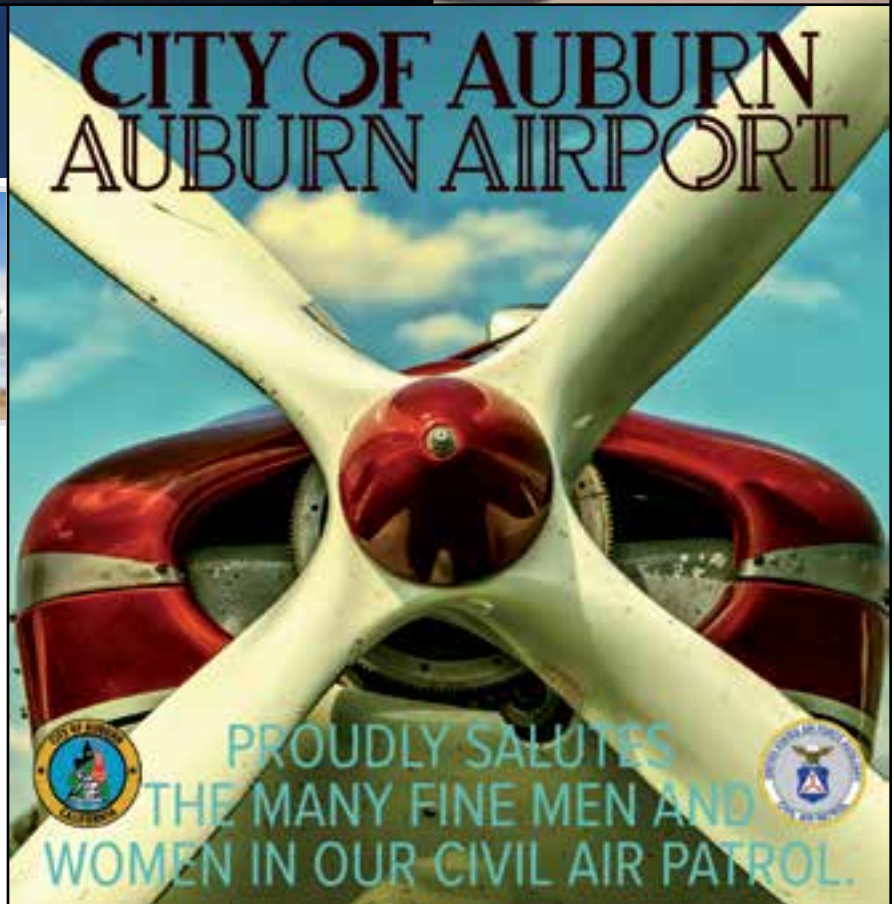


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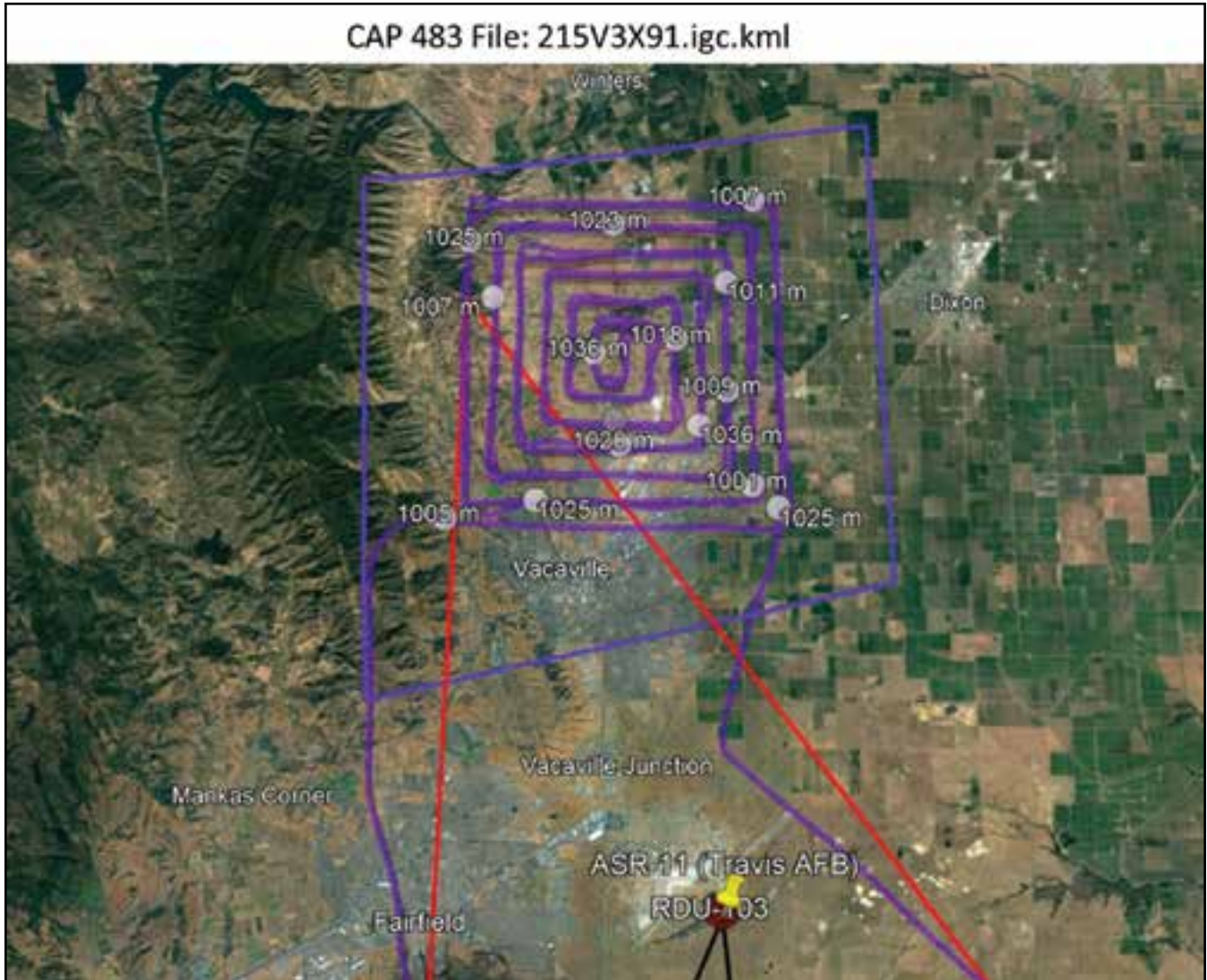
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by the FAA to test and certify changes to the system. The second set of flights is USAF-led to qualify the system. In total, the current request is for approximately 12 days of flying, utilizing two aircraft each flying two sorties per day. Typical sorties are 2-3 hours in length.

On Jan 5, 2022, after previously scrubbing the sorties due to weather, the first of these “current mission” flights was completed successfully. This not only included the ‘typical’ parallel and expanding square pattern, but a new pattern—a type of DME Arc, allowing the crew to dust off some, undoubtedly, older skills. A sampling of the GPS data is shown below.



**Sortie track over wind farm just north of Travis AFB. Image source: GPS-based tracking data**

The “Windy Radar” program has successfully highlighted the strengths and capabilities of Civil Air Patrol and California Wing. San Francisco Bay Group 2 has taken the lead and provided the bulk of the resources, with additional assistance from Group 5. The flights conducted thus far have been extremely successful and have reinforced the customer’s view of CAP and CAWG as a highly skilled and professional resource. The data provided has been critical in improving the radar infrastructure and, as a result, promoting both safety within the aviation industry and the continued expansion of wind energy as an alternative energy source. 



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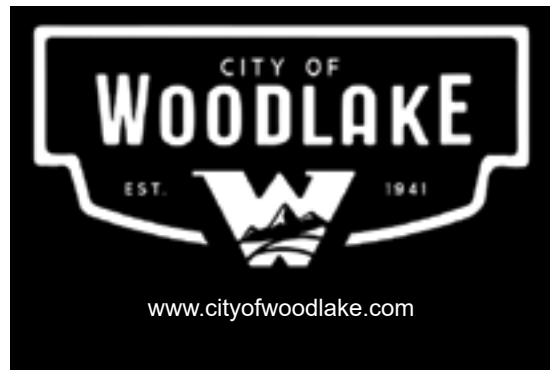
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# 2022 CPC Features ‘An Evening With NASA’

*Senior Member Thea Kirkpatrick, CAP &  
Cadet Lt. Col. Abigail Lee, CAP, Cadet Programs Conference ACE Staff*

On President’s Day weekend, cadets and senior members from across the California Wing (CAWG) got to participate in a virtual panel with NASA Armstrong Flight Research Center research pilot, Elizabeth Ruth, and NASA Global Hawk pilot, Hernan Posada. Although the 2022 Cadet Programs Conference (CPC) was postponed to May, CPC’s Aerospace, Career, and Education (ACE) Department gave cadets and senior members a taste of what they can experience at the ACE Fairs during CPC.



**Elizabeth Ruth poses with the SOPHIA Boeing 747. Photo credit: NASA/Lauren Hughes**

The panel was sponsored by NASA Armstrong at Edwards AFB, where cadets and senior members had the opportunity to learn about NASA’s SOFIA Project, the Stratospheric Observatory for Infrared Astronomy, and the experience of being a NASA pilot. The SOFIA Project is the world’s largest airborne astronomical observatory. It consists of a Boeing 747 that houses a nine-foot diameter infrared telescope. Since infrared light is absorbed by water vapor in the atmosphere, SOFIA flies above the water vapor so that clear infrared images can be taken. SOFIA flies routes all over the world, so astronomers can examine different astronomical phenomena.

Cadets aspiring to pursue careers in aerospace were able to hear Elizabeth Ruth and Hernan Posada’s journeys to becoming NASA pilots, and ask for advice on how they can achieve their goals. Ruth started her career in the Air Force as a T-38 instructor, and later began flying the T-43. After 8 years, she transi-

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***A challenge for the pilot is keeping the large aircraft steady while flying with a 20-ton telescope in a huge cavity in the rear of the plane that is opened to the sky. Photo credit: NASA Armstrong Flight Research Center***

tioned over to flying for United Airlines. Then, she began flying for NASA's SOFIA Project. Her advice to aspiring pilots, and really anyone who is trying to reach their goals, is "If someone tells you 'no,' find someone else to tell you 'yes'." When she started in Air Force ROTC, they were not allowing women to be pilots despite that being her primary goal. When it was time for her to graduate, she was told that they were only offering five pilot slots to all women in ROTC. Her response was, "Why shouldn't that be me?" That was her opportunity to turn a 'no' into a 'yes'.

Hernan Posada started his journey to becoming a NASA pilot in Civil Air Patrol, where he was an Earhart Cadet. After graduating college, he started his path towards being a pilot by pumping gas at Van Nuys Airport and meeting pilots through that. From his experience at the airport, he began flying commercially, then worked for General Atomics, where he became an unmanned aerial vehicle (UAV) pilot. Gaining the UAV experience allowed him to eventually fly the Global Hawk remotely-piloted, high-altitude, long endurance platform, for NASA. He said that being a CAP cadet taught him the necessary discipline, which was integral to his career as a pilot.

NASA pilot Elizabeth Ruth followed up on the virtual panel by attending the CPC, where she supported a booth at the ACE Fair. For those who wish to pursue a career in aerospace, the military, or most other fields, or if you want to see what careers are out there, the ACE Fairs at CPC are an amazing opportunity for cadets. The ACE Fairs feature a career fair with representatives from academic institutions, companies, and military branches, and an activities fair that will have many fun games, interactive learning opportunities, and different static displays. ACE is only one of the many other departments at CPC, an annual event completely dedicated to cadets. 



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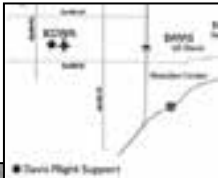
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# California Wing Cadet Competition



*Cadet 2nd Lt. Benjamin Lee, CAP*

Squadrons from across California came to Camp San Luis Obispo to compete in the 2022 California Wing Cadet Competition (CAWGCC) on April 2-3. Teams consisting of six cadets apiece competed in drill, physical fitness, uniforms, leadership, and more.

The annual Cadet Competition aims to showcase the full range of challenges in cadet life experienced at the squadron level and above. A diverse set of challenges and tests were presented to the participating teams, which each tackled them to the best of their abilities. CAWGCC also works to promote excellence in individual squadrons, providing encouragement for individual units to form their own color guards capable of performing various ceremonies.

The first day of the competition was marked by the commander's briefing. A lengthy dive into the various rules and judging processes was given, ensuring that all cadets would be equally prepared to participate. Cadets then separated into their teams and bounced around Camp San Luis Obispo from station to station. The first half of the day consisted of a variety of drill events. Teams gathered around the front gate of Camp SLO to post the colors, a five-part ceremony modeled on a reveille and retreat ceremony. Teams navigated through this with extreme precision and detail, making sure that every fold of the American flag was free of creases and that every movement would be synchronized. Indoors, teams demonstrated their ability to post the colors in a tight space, marching around obstacles and performing a sophisticated sequence of commands comprised of planning, posting, and retrieval. "I would say that the hardest events would be the indoor and outdoor posting. These events require a large sense of flexibility and understanding for the team", said Cadet Chief Master Sgt. Joseph Horton, a member of Squadron 144's team. Teams demonstrated their abilities to march as a unit during the standard drill portion, which consisted of a color guard drill event and an element drill event. Teams marched with careful precision around the 50' by 90' drill pad, carefully performing each command whilst staying in step and maintaining cover.

Teams went on to participate in several other indoor events that tested their attention to detail and ability to work together. Cadets took a 70-question, closed-book, exam composed of aerospace and leadership concepts covered in Civil Air Patrol textbooks. The exam tested each cadet's individual knowledge of CAP concepts, and collectively, as each team's score was totaled to a single number. In the barracks, two members of each team were selected for the uniform inspection event. Team members were judged not only for their own uniforms but their ability to prepare a uniform with the proper insignia according to



***Squadron 47 cadets fold the American Flag during the retrieval of the colors. Photo credit: Cadet 2nd Lt. Benjamin Lee***

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Problem (TLP). The TLP consisted of a specially designed puzzle that cadets had to piece together. Several written clues lined a table, and cadets were given a specified amount of time for assembly. “The TLP will rob you of basic thought. It left us overthinking—then making mistakes”, said Cadet Chief Master Sgt. Isiah Gonzales, the team commander for Squadron 144. The last event consisted of the Cadet Physical Fitness Test (CPFT), which was comprised of several timed physical events.

On the final day, a debriefing and announcement of results were held. Diablo Composite

Squadron 44 came in first and was honored with the newly minted California Wing Commander’s Cup which is presented to the overall winning team. As the first-place team, they are designated as the official Color Guard of California Wing. Additionally, San Diego Cadet Squadron 144 came in second, and Skyhawk Composite Squadron 47 came in third. Several cadets were recognized for individual accomplishments. Cadet Senior Airman Jacob De Leon from Sq. 25 was recognized for the fastest male mile run. Cadet 1st Lt. Katelyn Winkleblech from Sq. 144 was recognized for the fastest female mile run. Cadet Chief Master Sgt. Joseph Horton from Sq. 144 was recognized for the highest score on the written exam.




**Cadets from Squadron 47 put together a uniform for the uniform preparation event. Photo credit: Cadet 2nd Lt. Benjamin Lee**



**Squadron 44 receives the first-place trophy and California Wing Commander’s Cup. Photo credit: Cadet 2nd Lt. Benjamin Lee**

Squadron 44 and 144 went on to the Pacific Region Cadet Competition at the Nevada National Guard "Speedway" Readiness Center in Las Vegas, NV. Squadron 44 placed fifth and Squadron 144 placed second. At second place, Squadron 144 is now eligible to compete in the National Cadet Competition in Dayton, Ohio. Good luck to them!

Considering going to next year's Cadet Competition? Put a team together and start practicing as early as possible! You could be the next team to go to Nationals! 

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# Mercury 13

*Maj. Margot Myers, CAP  
Arizona Wing Public Affairs Officer*

The Mercury 13 were a group of women pilots who went through the same rigorous physical and mental testing as the men who became the first astronauts, those known as the Mercury 7. Three members of the Mercury 13, none of whom ever realized their dreams of spaceflight, were also CAP members.

The unsanctioned, concurrent testing was the idea of Dr. Randy Lovelace, chairman of the Committee on Life Science at NASA in the early days of the space program. Believing women could also become astronauts, Levine put a group of 24 through the same tests as the male candidates at his clinic in Albuquerque, New Mexico. Though 13 "First Lady Astronaut Trainees" were deemed mission-ready, they never had a chance to go to space because of their gender.

Myrtle "Kay" Thompson Cagle's brothers taught her to fly when she was 12, and she later joined her North Carolina high school's aeronautics class and became a CAP cadet. Cagle earned multiple pilot ratings and had 4,300 hours of flying time when she was invited to be one of the women who went through Lovelace's extensive testing. She remained involved with CAP and was still flying her single-engine Cessna in 1998 at age 73, though she had retired from flight instructing.

Jane Briggs Hart was a captain in CAP, a helicopter pilot, and a political activist. She was 40 with eight children from 4-14 when she headed to Albuquerque for the astronaut testing. She and Jerrie Cobb, another of the Mercury 13, testified unsuccessfully before Congress to promote the eligibility of women for the astronaut corps.

Gene Nora Stumbough Jessen began flying during her junior year in high school and joined CAP. During an orientation flight, when she took the controls for the first time the instructor told her, "You're a natural." Jessen later told *Newsweek*. "I've been a flight instructor for many years, and I know you say things to students to encourage them, but I believed that. When deciding where to go to college, I picked the University of Oklahoma, which had a large flight school." She was the first woman to work as a flight instructor for the university.

Irene Leverton began her aviation career in 1944 at 17 and joined CAP in her native Chicago, flying her first solo in a Piper J-3 Cub. She flew throughout her life as an airline transport pilot, commercial pilot, flight instructor, and check pilot. In the 1980s she moved to Arizona, where she became a member of the Prescott Composite Squadron. She flew search and rescue missions, counterdrug missions along Arizona's southern border, and firespotting flights over national forests and served as a check pilot for the squadron.

Not until 1983 did the U.S. launch a woman into space, when Sally Ride flew on Space Shuttle Challenger. In 1995, Lt. Col. Eileen Collins was the first female astronaut to pilot a space shuttle. Eight of the Mercury 13 women were on hand to watch that Space Shuttle Discovery liftoff in February 1995.



**Jerrie Cobb, also one of the Mercury 13, operates a three-axis rig designed to train Mercury pilots to bring a spinning spacecraft under control. Cobb was one of several female pilots whose training paralleled that of the Project Mercury astronauts. In 1961, Cobb was the first female to pass all three phases of the Mercury Astronaut Program. Photo credit: space.com**

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# Mountain Flying Certification

*Capt. Keith Breton, CAP  
Group 2 Standards & Evaluation Officer*

For Mission Pilots in Civil Air Patrol, the Mountain Flying Certification (MFC) is the pinnacle (pun-intended) of flight qualifications, at least in states like California with lots of mountainous terrain. (Note: This is a CAP emergency services rating; it is not the Form 5 mountain endorsement.) For a given mission, the Incident Commander (IC) decides if the operational area requires that mission pilots be MFC-rated to participate.

What's required? First, you must be rated as a CAP Mission Pilot (MP), and then you must complete the Mountain Flying (aka Mountain Fury) Course. This consists of a thorough ground training component with extensive focus on weather and aircraft performance (available in Axis). Next comes four sorties flown with a mountain flying instructor. Finally, a checkride is required to grant the MFC rating.

Each sortie consists of detailed pre- and post-flight briefings, including preparation of performance data sheets—



**Following a ridgeline in the area near Mount Lola. Photo credit: Lt. Col. Georgios Michelogiannakis**



**Lt. Col. Georgios Michelogiannakis (L) and Capt. Keith Breton (R) training in CAP483 near the Sierraville Dearwater Airport. Photo credit: Lt. Col. Georgios Michelogiannakis**

based on current weather—covering climb rates at various altitudes, turn radius at various speeds, and bank angles. Based on my own MFC training, I found the program to be challenging and very worthwhile. There is increased risk in flying (and accomplishing a search mission) in mountainous terrain, and after completing the course I have additional tools and skills to increase the safety of this type of mission.

*Reprinted from On Guard, the Group 2 magazine*


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# CAWG Aircrews Crisscross the State to Distribute Super Bowl TFR Alerts

*Lt. Paul Rivera, CAP*

A Temporary Flight Restriction (TFR) is issued by the Federal Aviation Administration (FAA) to define an area restricted to air travel due to a hazardous condition, a special event, or a general warning for the entire FAA airspace. These include both limited-duration flight restrictions over public events like the Super Bowl, and permanent TFRs for long-term sensitive sites like the Disneyland park. Pilots are informed of these restrictions via markings on online aviation charts or by briefings on conditions affecting upcoming flying plans.

With the upcoming 56th Super Bowl on February 13, 2022, at SoFi Stadium in Inglewood, the California Wing (CAWG) was assigned to assist the 601st Air Operations Center, 1st Air Force. The assigned task



**Lt. Katherine Scott posts a TFR notification at Compton Airport. Photo credit: Capt. Amanda Rohlke**



**CAP337 visits LAX for the TFR mission. Photo credit: Capt. Mike Olson**

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was to distribute notifications to approximately 103 businesses at 57 airports throughout Southern California concerning the TFR planned to be put in place for the Super Bowl. The intent of the TFR was to ensure both aviation security and the ability for multiple emergency services agencies to respond, if necessary, without interference by unrelated air traffic.

Whether purposeful or accidental violations, failure to obey flight restrictions may result in interception by military fighter aircraft, fines, and other severe penalties. Therefore, prevention of violations is desirable in a region with such high air traffic as Southern California. Visiting airports and flight operations centers across the state, and communicating this message to all pilots and flight operations centers, is a pro-active step in assuring the dissemination of this critical information. (CAWG also has a flight program to train USAF fighter pilots in performing the special maneuvers needed for high performance fighters to intercept slow flying general aviation aircraft.)

In support of this vital mission, CAWG flew 72 air sorties and conducted 4 ground sorties involving 55.2 hours of service. Multiple CAP bases and aircrews from the across the state pitched in to accomplish the results within a short period of time.



***Selfie of Capt. Amanda Rohlke (R) & Lt. Katherine Scott (L) during their mission to John Wayne Airport. Photo credit: Lt. Katherine Scott***

Capt. Mark Wheeler, Wing Homeland Security Officer, was involved in the planning and execution of this operation. “I am extremely proud of the work accomplished by our members of the California Wing—from as far north as the Bay Area to as far south as San Diego,” he said. “Our outstanding volunteer professionals excelled at accomplishing our operations and this crucial mission. I look forward to our nation’s enjoyment of the 56th Super Bowl.” 

  
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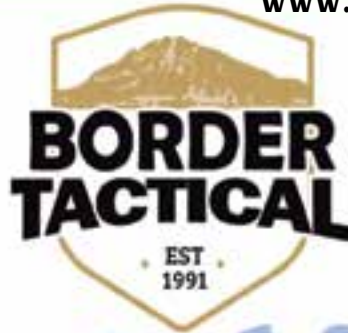
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# Squadron 49 Soars to Air Force Plant 42

*Capt. Adam Staley, CAP  
Squadron 49 Commander*

It was an exciting night on March 15th for Pancho Barnes Composite Squadron 49. That night Squadron 49 held its first squadron meeting at Air Force Plant 42 at the infamous Blackbird Air Park in Palmdale, California after moving from Rosamond. Plant 42 is a classified aircraft manufacturing plant owned by the United States Air Force, and also used by NASA, about 60 miles north of downtown Los Angeles. Plant 42 shares a runway with Palmdale Regional Airport (PMD). This new meeting location and partnership between Plant 42 and Civil Air Patrol marks the beginnings of a very bright future for both organizations. Much work has been done to ensure that this partnership is a success.

Plant 42 started reaching out to CAP back in early 2021, expressing interest in starting a unit that was co-located. Plant 42's long term objective is to invest in the local community, specifically kids, to produce future home-grown interns, pilots, engineers, technicians, and scholarship recipients. Because Squadron 49 was quickly outgrowing its Rosamond location, and most Squadron 49 members live in Palmdale, California Wing (CAWG) leadership decided to relocate Squadron 49 instead of creating a new unit. I was assigned as the project officer to ensure a smooth transition.

Blackbird Airpark was selected as the location for squadron meetings because it did not require base access. After Plant 42 and the CAP team ensured that the needed physical infrastructure was in place at Blackbird Airpark, Squadron 49 personnel got to work deep cleaning the classrooms and moving furniture and supplies from Rosamond. Squadron 49 held its first meeting at Plant 42 on March 15th.



**Squadron 49 members pose at Blackbird Airpark. Photo credit: SM Kimberly Walowski**

Almost immediately, weekly attendance and prospective member inquiries and visits increased, and community engagement increased dramatically. Squadron 49's school-based flight out of the SAGE Magnet Academy's science department, based two miles south of Plant 42 and comprised of AEMs recruited by Squadron 49, now had better access to Squadron 49 resources and personnel. Squadron 49 began scheduling TOP flights for the SAGE science department and also started working on recruiting the SAGE math department to be AEMs. Local schools started reaching out to Squadron 49 asking for guest speakers and tour guides. Squadron 49 personnel helped with two adopt-a-classroom projects, spanning



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over six class periods for each project. Squadron 49 personnel also gave multiple tours of Blackbird Air Park and Fox Field to classes from Palmdale High School and Desert Christian Middle School. This greater outreach and partnerships with the local community were so noteworthy that Squadron 49 was featured in the Edwards Air Force Base Newsletter.

This partnership between CAP and Plant 42 is continuing to grow and blossom, with future developments in the works. Squadron 49 is working on a huge open house for all the Plant 42 agencies and local community groups to attend and learn more about CAP. Future guest speakers include former SR-71, F-117, and U-2 pilots. Squadron 49 is currently negotiating with Plant 42 to allow CAWG to fly CAP aircraft out of Plant 42. Possibly the most exciting future development plan is for Plant 42 to allow CAP use of a full-sized gymnasium and recreational center that includes an indoor basketball court, four tennis courts, a fully staffed kitchen, a baseball diamond, and multiple classrooms and storage areas. This facility is currently being renovated by the city of Palmdale, and the renovation is expected to be completed in the next two to three years. This facility could be used to host multiple CAWG activities such as the Aerospace Education and STEM Academy, Super Integrated Leadership Program, LA County Air Show housing, SAREXs, and more. Squadron 49 is currently in talks to finalize details and plans for the new facility in conjunction with Group 6 and Wing staff.

Things are continuing to look up for CAP at the center of the aerospace testing universe in the Antelope Valley! 



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