



ALABAMA WING CIVIL AIR PATROL

NEWSLETTER **September 2006**
Col. Mike Oakman
Commander

Newsletter Contents

Commander's Comments	1		
Inspector General	2	Dinner and an ELT	20
Webmaster	2	Boaz Middle School	20
Safety Reports	2	Wreath Laying Ceremonies Planned	21
It's That Time Again	3	Saga of 06 M1234	21
FTX Cycle	4	Preparedness Month Memo	24
Academy Appointees	7	Plains of Auburn	26
Erinn Scott	7	SAREX Gadsden	27
Redstone Cadets Visit Academies	7	Lt. Col. Johnny Ward and IACE	28
Simulator for Apollo GX55 GPS	7		
Glider Flights	8		
Clay County ELT Search	10		
Lt. Col Lawrence Retires	10		
Mobile Squadron Visits Kessler	11		
50 Year Award to James Hocutt	12		
Encampment Report	13		
Operations	15		
Jeff Burns, Cadet to AF Pilot trainee	16		
National Competitor	17		
Haynes receives Mitchell Award	17		
AFA Award to Cadet Kraft	17		
Wings N Wheels Air Show	18		
Greenades	18		
Microsoft Flight Simulator	19		

Commander's Comments

Saturday, September 9th, 2006 will be the next "newly formed Commanders Call" meeting at Wing HQ @ Maxwell AFB. It will start at 9:00 AM local time. This CC Call will be different in that every member of the ALWG is invited to attend. It is not solely intended for Wing Staff and Squadron Commanders; it is for all members that wish to attend.

The Maxwell Squadron Commander has secured bldg 1400a, Maxwell AFB (Bldg 1400A, at the College of Aerospace

Doctrine, Research & Education, CADRE). A bldg with a 200 seat auditorium; through the state director, we have been told that you can have lunch in the Riverside Restaurant there on base. There will be informational briefings from several wing staff members with periods at the end of their briefing for questions. The intent of this new format is to open up communications between members and staff. I will be asking that each of you promote this concept and fill your vans, aircraft and or personal vehicles with the squadron membership and attend.

Go to:

<http://www.alwg.cap.gov/images/Maxwell%20Map.bmp> to download a map of Maxwell AFB.

*Col Mike Oakman
Commander*

Inspector General

Lt. Col Joey Owens

The best way to contact me is cell 256-312-3397, home number is 256-492-4762, or email jowens@gadsdenwater.org.

New Wing Web Master

I would like to announce that the Alabama Wing has a new Webmaster, Lt Ande Boyer. Please refer all questions, suggestions and website updates to Lt Boyer at: ande.boyer@gmail.com.

Lt. Col. Rick Hasha

SAFETY REPORT

June 2006

Lt. Col Harold Coghlan Receives National Safety Award Turner Safety Award

Congratulations are in order for Lt. Col Harold Coghlan. He received the Turner Safety Award at the National Conference in Reno.



Col. John Tilton, Lt. Col. Harold Coghlan, Maj. Gen. A. Pineda, Col. Mike Oakman



Maj. Gen. Pineda, Lt. Col. Coghlan

There was an excellent write up about his program in Alabama Aviator. The link is as follows:

http://www.alabamaaviator.com/index.asp?record_no=7515

Maps Donated to CAP

State Farm Insurance agent, Mark Roller, offered to help our Alabama CAP Safety survival/first aid van kit project. He donated today 25 Rand McNally road atlases. The conveniently sized atlases are of the United States, Canada and Mexico. We also received from the State Of Alabama 25 state road maps for the 2005-2006 editions.



Capt Cathy Carter and Mr. Mark Roller

It's That Time Again

*JUSTIN D. SMITH, 1st Lt, CAP
FTX/PA*

It's that time of the year again. That's right, fall is fast approaching and that means the Alabama Wing FTX cycle is about to swing into action! The last school, the 8th since its inception, proved to be a tremendous success and the upcoming promises to be even better.

Let's take a moment to review the events from the training cycle that finished in April. Over the course of six months, five teams made up of members from seven units took part in intensive academic classroom training, followed by practical application in

the field. The final training weekend culminated with a full exercise spanning Autauga County, culminating with a challenging scene management scenario. When the dust settled, those who braved the elements and completed all the tasks given through the course of the cycle were rewarded by earning new emergency services ratings. 26 (18 cadet's and 8 seniors) students graduated the course, with 4 earning their Ground Team Leader (GTL) badge, and the rest earning varying levels of Ground Team Member (GTM). These numbers effectively increase the number of ground teams in the wing by 5 teams making the wing much more able to respond to customer needs as the operations tempo for the year increases.

Though the last cycle was very successful, the Alabama Wing still needs more qualified emergency services personnel. The ALWG FTX cycle, with training derived from the nationally recognized National Emergency Services Academy (NESA), is hands down the best place to receive the necessary training to allow you to answer the call. In fact, the Alabama Wing FTX cycle was one of the test-beds for task based training as we know it today. The first training evolution of the new cycle starts on October 6th.

The 9th Field Training Cycle will again offer something for everyone, with basic, advanced, and team leader courses offered. Training is open to both cadets and seniors. Many squadrons have found success in bringing a van full of students for the weekend. Aside from training offered on site, students are encouraged to complete General ES, First Aid/CPR, and NIMS training on their own. General ES is offered via the CAP website and NIMS via the FEMA website. Talk to your unit ES officer for more information on the additional training requirements.

The Alabama Wing Field Training program is sponsored by the Alabama Wing and graciously hosted by the Maxwell Squadron (AL 032) under the direction of Maj. Michael Long. For more information, please visit the new website www.alabamaftx.com

FTX Cycle Begins October 06

Three Schools

This year, we will be offering three different schools at the FTX program – Basic, Advanced, and Team Leader

Basic FTX

The Basic FTX is for those cadets and senior members who have not yet attained any ground team qualifications. When Basic students complete the training, they will have passed all the tasks necessary to become a qualified Ground Team Member (GTM-2) under the Emergency Services regulations. The Basic curriculum is based on the Basic school of the National Emergency Services Academy.

Advanced FTX

The Advanced FTX track is for those individuals who have already qualified as GTM-3. This school will teach the skill necessary to become advanced ground team members. When advanced students complete the advanced school, they will have passed all tasks up to and including the GTM-1 under the Emergency Services regulations. In addition to the GTM-1 tasks, students in this track will learn advanced ground search techniques. The Advanced curriculum is based on the advanced school track of the National Emergency Services Academy.

Team Leader

The Team Leader FTX track is for those individuals who have already qualified as GTM-3. This school will teach the skill necessary to become Ground Team Leaders. When Team Leader students complete the Team Leader School, they will have passed all the GTM-1 and GTL tasks under the Emergency Services regulations. Team Leader students will interact with Basic students, and have continuous opportunity to lead their own teams in the field. The Team Leader curriculum is based on the Team Leader school track of the National Emergency Services Academy. The Team Leader School is available by application only.



Ground Team 4

Participant Requirements

All participants must be cadets or senior members in good standing. We are requiring that cadet participants must be at least a C/Amn; Cadet Basics may be allowed to participate by special exception by the activity director. Basic school participants should have completed General Emergency Services (available on-line) by the end of the cycle (available on-line <https://tests.cap.af.mil/ops/tests/default.cfm?Message=Ok&grp=dos>). Advanced school and Team Leader school participants must be a qualified GTM-3, and have such qualifications reflected in MIMS. In addition, Team Leader school participants

must be senior members, or cadets at least 17 years of age. Finally, all participants must bring a completed CAPF 60 to the first FTX.

Team Leader School Application

The number of potential team leader school students will be dictated by the number of Basic students that participate. Accordingly, in order to be considered for a team leader slot, students should forward their request for a team leader slot to me via email. CAPID and a summary of ES qualifications and experience should be included. Note that you must be at least a rated GTM-3 (and have those qualifications reflected in MIMS) to be considered for a team leader slot.

Staff Assignments

We do have space for FTX staff. Staff members will aid in the training and provide support for the exercises. All staff must be at least a rated GTM-2, and have been either a NESAs graduate, or a graduate of a previous FTX cycle. Prospective staff members must provide documentation of any emergency services qualifications. All interested staff members should email Maj. Curry detailing how they wish to help. All staff members will be required to attend all FTXs.

FTX Weekends

FTX Weekends are schedule as follows:

Oct 6-8
Nov 10-12
Jan 19-21
Feb 16-18
Mar 23-25
Apr 20-22

Details for each weekend will be provided no later than two weeks prior to each training weekend. Generally, weekends begin at 1800 on Friday, and end at 1300 on Sunday. However, these times do change, depending on the weekend.



Cost

The fee for this cycle is \$10 activity fee. This fee covers the entire cycle. This money is used to provide all the training materials for the participants. This fee is due at the October FTX.

All squadrons need to provide me a list of attendees with CAPID numbers no later than 1 October 2006. This ensures that we will have enough training material for all attendees. This training is an excellent way to get qualified as a Ground Team member or Ground Team leader under the regulations.

Detailed information on the Alabama Wing FTX program can be found at <http://www.alabamaftx.com>

If there are any questions, please contact either myself (michael.long@jrsmith.com), or the FTX operations officer, Maj. Joe Curry (jcurry@capnhq.gov).

Michael Long, Maj.
FTX Cycle Director



FTX Sign In

2006-2007 Field Training Equipment List

There is generally concern over the amount of equipment that must be purchased in order to participate. The following details a list of equipment that is the necessary equipment to participate in the training. If individuals do not have each item on this list, they will not be able to participate. At some point during the training cycle, each individual must have all the equipment listed in task O-0001 in order to complete the task. However, not all the task equipment is required up front. We attempt to curtail the amount of equipment that is required to participate in the first few weekends. After participating in ES training, many individuals decide that emergency services activities simply do not interest them. Consequently, new (and possibly unused equipment) simply goes to waste. However, if participants feel as if ES activities interest them, they can acquire equipment slowly over time as they complete their training. Our squadron does own some equipment that can be issued out to cadets on an “as-needed” basis; however, this equipment must be

returned to the squadron after the weekend is complete. Most of this equipment can be purchased relatively inexpensively at discount stores or military surplus depots.

REQUIRED LIST

- Battle Dress Uniforms (BDUs), 1 set, complete with all required name tapes and patches, cutouts, and grade insignia in accordance with CAPM 39-1
- BDU cap
- Combat boots, at least one pair
- Blue belt w/subdued tip and buckle for wear w/ BDUs
- Underclothes and socks sufficient for three days
- Toilet kit, including: soap & toothbrush (in cases), toothpaste, razor and shaving cream (as necessary), comb or brush (as necessary), items of feminine hygiene (as necessary), deodorant or antiperspirant, shampoo, other items as necessary (enough to last you for your entire stay).
- At least two quarts of water
- International orange reflective vest
- Pocket knife
- Flashlight (With Red Lense)
- Pocket note pad (3" x 5"), pen and pencil.
- Inexpensive wristwatch.
- Shelter material, preferably 8' x 10' (spare military poncho meets the need).
- Food for two days
- Sleeping bag, bedroll or

- poncho liner
 - Compass
 - Whistle
-

Alabama Cadets Receive Academy Appointments

US Air Force Academy

Andrew M Johnson
Chester Kraft
Matthew Reynolds
Erinn Scott

US Naval Academy

Erinn Scott

US Military Academy at West Point Erinn Scott

Chester Kraft
Jamie DeSpain

Erin Scott appointed to Air Force Academy

Erinn Scott graduated with honors from Hoover High School and with the additional honor of receiving appointments to three service academies: The United States Air Force Academy, the United State Naval Academy and the United States Military Academy. She will major in mechanical engineering at the Air Force Academy. US Rep Spencer Bachus appoint Cadet Scott to the academies.

At Hoover High School she received the Superintendent's Award among others. She played basketball and ran cross country. President of the Youth Council for Fusion Student Ministry at Green Valley Baptist Church, she was also the Cadet Commander

of the Bessemer Squadron, earning the Earhart Award and other CAP Awards. She is the daughter of Tim and Pam Scott of Hoover, Alabama.



Redstone Cadets Attend Summer Seminars at Academies

Two Civil Air Patrol cadets of the Redstone Composite Squadron 119 are guests of the U.S. Naval Academy and U.S. Air Force Academy this week. Cadet Tech Sgt. Garrett Bain is at the Air Force Academy's Summer Seminar spending a week seeing what life is like as an A.F.A. cadet. Likewise, Cadet Airman First Class Travis Wilson is spending this week at the U.S. Naval Academy in Annapolis, MD seeing what life would be like as a plebe. Both cadets hope to get an appointment to the service academies next year when they graduate from high school. Cadet Wilson attends Catholic High in Huntsville and Cadet Bain attends high school in Arab, AL.

Free simulator for the Apollo GX55 GPS

This is the link from which you can download a free simulator for the Apollo GX55 GPS:

<http://www.garmin.com/include/gxsimulator/SimulatorPopupGX.html>

This will allow you (particularly observer trainees) to become familiar with the operation of GPS in the aircraft.

Enjoy and feel free to pass this link on to other members

LT R. Maasha, AL055 Maintenance

Cadet Glider Orientation Flights



Saturday June 10th the Bessemer Cadets were the guest of Lt. Col Johnny Ward the Shelby County Squadron. Members from both squadrons meet at the Flying X field. The Bessemer Cadets were given instructions on how a glider works, what keeps it flying and safety. Cadets wore orange vest for safety while on the airstrip. Each cadet learned about the instruments in the cockpit and how to read and use them. The cadets learned the hand signals for connecting the towrope, taking up the slack in the towrope, getting signals from the glider and relaying them to the tow plane. Many cadets viewed from their glider American Village, Shelby County Airport and neighborhoods.

The cadets worked well together to ready the glider for the next flight allowing a fast turnaround time on the ground. While the cadets waited their turn flying they enjoyed

canoeing on the duck pond and a boot shining class held by C/2nd LT Philip Ronan and Major Jimmie Cox.



Cadets in attendance were: Basic Tyler Hobbs, 2nd LT Philip Ronan, Senior Airman Cristian Sanchez, Airman 1st Class Jordan Box, Airman 1st Class Cory Dean, Airman 1st Class Caleb Rettig, Senior Airman Chuck Deering, Airman 1st Class Taylor Cox, Airman Lauren Chambers, C/Capt. Stephanie Petelos

Bessemer Senior Members: Captain Teresa Petelos, Major Jimmie Cox, Captain Paul Roebuck, S/M Dale Chambers

Shelby County Senior Members: Lt Col Johnny Ward, S/M John Hawkins, S/M Bill McAbee, SM/ASE Bill Compton, Captain Roger Lewis

S/M Dale Chambers PAO





ELT found by Clay County Flight

Short story:

Clay County Flight UDF Team finds ELT in trunk of car near Anniston airport.

Long Story:

Pilot gains new respect for Civil Air Patrol.

Clay County Flight was alerted on Thursday night, June 29th to search for an ELT in the Anniston area. A signal was clearly heard on Mt. Cheaha coming from the area of the Anniston airport. The incident commander was notified of the signal and the team was advised that the satellite was no longer receiving the signal.

After relocating to the Anniston airport the team determined the ELT was still active, and that it was not at the airport. The satellite was no longer receiving the signal and CAP air support would not be available until the next morning so it was up to the UDF team to find the ELT. Anniston Flight Service was not hearing the signal and a check of pilots in the area by Air Traffic Control reported no one else hearing the signal. Lifesaver helicopter flying in the area also reported not hearing the signal. It now appeared that the only people receiving the signal were on the UDF team. Initial bearings taken with the L-Per from the airport turned out to be false reflections which were stronger than the direct signal. After discovering the signals were false, the team returned to the airport and reacquired the signal from the ELT using both the L-Per and the Tracker.

The signal on 243 was much stronger than the signal on 121.5. Bearings taken from two different locations at the airport indicated the signal was coming from east of the airport, back in the direction of the mountain. The team began to retrace the route back to the mountain but was unable to pick up the signal. Returning to the airport, the team traveled a different, less direct route and began to receive the signal again. The search area was narrowed down to about a four mile area east of the airport. A west boundary and an east boundary had been established. Traveling the available roads and taking each right turn soon led to a spot where the signal was north of the team. The signal was now tracking straight down a private dirt driveway.

As the team drove down the road the headlights revealed a large sailboat on a trailer. The team checked the area with the tracker and discovered the signal was not coming from the boat, but from the direction of the house. It was now about 1 AM and the team was at a private residence, with no one home. Just as the team was preparing to leave, a vehicle was observed approaching on the dirt drive. The driver was a neighbor watching the house for the owner who was away. It was also revealed that the owner not only had the large boat, but he also owned an airplane. The neighbor did not have a key, so understanding the reason for the team's presence; he left to get the owner's father who had a key. A few minutes later, the owner's father arrived with a key. He turned out to be a former CAP squadron commander and allowed access to the house.

The search of the house quickly revealed that the ELT was not in the house, but the signal was coming from the direction of a large field behind the house. The team was becoming even more concerned at this point because they were now approximately 1 mile east of the north 1/3 of the runway. With the help of the neighbor, the team gained access to a dirt road next to the house that led to the fields and a barn. After going as far as the team could in the van, and with the width of the signal very narrow, it was time to go on foot. The signal was tracked across the fields, through one row of trees, to the edge of the wood line with heavy undergrowth. The signal continued to track toward the airport. The team decided to retreat from that location and move further west to try and find a more favorable route. The next available access to the area was through a new subdivision that surrounded a couple of small ponds.

After proceeding as far as possible into the subdivision, a bearing to the signal now indicated the ELT was east of the team's location. The signal was now tracking across the larger of the ponds. As the team neared the edge of the water, one member observed a round object protruding from the water. The object turned out to be a large flexible pipe and the signal continued to track across the pond. Following the signal with the Tracker, the team was led to the western side of the wooded area encountered earlier, but now the signal was coming from the direction of a nearby house. Not wanting to be found wandering around in someone's yard at 3 AM, the team awakened the homeowner to tell him of their presence. The homeowner did not own an airplane or a boat, but his next door neighbor did. The tracker confirmed the signal was coming from the other side of the house, toward the next house. Walking toward the next house, the signal suddenly

became weaker, until the tracker was pointed toward the parked car.

At approximately 3:30 AM, the homeowner was awakened to find members of Civil Air Patrol at his door. He was asked, "Would you happen to own an airplane?" The reply was a slow, "ah, yes". "Would you happen to have an ELT?" The man replied with an even slower, "Ah, yes". "Would it happen to be in the trunk of your car?" With a slight grimace the man replied, "Ah, yes". The team then asked, "Would you mind if we turned it off?" The pilot, a little red faced and very apologetic opened the trunk, pulled out the ELT and handed it to the team. The search ended well. Everyone was safe, the ELT was silenced, the team gained additional valuable experience, and a pilot gained a newfound appreciation of the Civil Air Patrol.
Capt David Hester, Clay County Flight

Lt. Col. John Lawrence Retires

After many years of dedicated service, Lt Col John Lawrence has made a decision to retire from the Civil Air Patrol. His final day of service was July 31, 2006. John has served his country in many capacities over his lifetime and he has indicated that it is simply time for him to retire.

His service to our country began when he was a cadet in the CAP and he later joined the Marines. He later transferred to the Air Force so he could fly. And, as we all know, fly he did for many years. After he retired from the Air Force, he began his career with the FAA where he served for many years. It was then that he rejoined the CAP. He later retired from the FAA and remained as a Designated Examiner for several years while continuing to serve in the CAP in several capacities.

As with many of you, John Lawrence had considerable impact on my life as a pilot and my flying career. As a DE, he gave me my Commercial, CFI, and CFII check rides - and, as you can suspect, they were very comprehensive - but were also enjoyable. Because of John, I joined the CAP. Because of John, I remained in the CAP. Because of John, I am the squadron commander, an IP, mission pilot, and a check pilot in the CAP. I am confident he has touched the lives and flying careers of many of you as well.

We wish John well and he has truly earned the time to relax knowing he has served his country well - more than most people ever will.

Please stay in touch with John and Jean. They are wonderful people who have donated a significant amount of their lives to our country and the Civil Air Patrol.

Captain Donnie Todd



Front Row: Cadet William Shepard; 2nd Lt. Chris Lyon; Cadet Daniel Neese, and R. Rockwell (of Pensacola, FL squadron of CAP) Back Row: Major Jeff Ragusa (Technician - 53rd Air Force Reserve); Lt. Col. Stephen Howard; 2nd Lt. Emmett Farnell

Mobile Squadron Visits Keesler AFB

The Mobile Squadron of the Alabama Wing of the Civil Air Patrol traveled Wednesday, June 21 to Keesler Air Force Base, Mississippi for the purpose of getting a familiarity ride aboard the 53 Weather Reconnaissance Group of the 403rd Airlift Wing's new C 130J model aircraft. The event was attended by two of our Cadets, Daniel Neese and William Shepard; and, seven Senior members: Major Meddie Clark, Lt Col. . . Stephen Howard, 1st Lt. Tom Lyon, 2nd Lt. Chris Lyon, 2nd Lt. Emmett Farnell, and SM Cliff Walvatne. Pensacola, Florida CAP was represented with us on this field trip by R. Rockwell (rank unknown).

Everyone had opportunity to visit the cockpit with the aircraft's state of the art technology. Some of the Seniors were a little jealous of the Cadets because they got to sit in the cockpit during take off and landing. We were all thrilled with the high 'G' turns and approaches. The 403rd's crew flew us to New Orleans, circled the city, flew the coast to Mobile, circled again and then back to Keesler where we made an exciting approach flying at 500 feet just past the Beau Rivage Casino (on the beach), and landing with a high 'G' reverse approach for a short field landing. We exited the aircraft with the engines still running so the crew could go back out for further short field practice landings.



The flying part of this trip turned out to be the safer part of the experience because our van broke down on the bridge as we approached the back side of Keesler AFB.

Thank Goodness for the petite little police officer from the Harrison County Sheriff's Department for the 'push' off of this high traffic speedway. We then had to walk the equivalent of 6 to 8 blocks in mid ninety temperatures, but we were all able to make it on time for the flight.

Needless to say we were glad to arrive home at Brookley Aerospace Complex in Mobile that night.

50 Year Award to James Hocutt

James "Jim" Hocutt was born in 1932, in Birmingham, Alabama. He grew up about three blocks from the Central Park Airport, where he had a "love at first sight," experience with airplanes. His first airplane ride was at Central Park Airport, in a Ford Tri-Motor.



James Hocutt receives Lifetime Membership Card from Col. Oakman

When the United States entered World War II, his father, "Bill" Hocutt, was a volunteer Civil Defense Air Raid Warden in the area where they lived. During air raid drills, Civil Air Patrol planes flew overhead dropping small bags filled with flour to simulate bombs. As part of the air raid drills, his dad, along with other air raid wardens would access the simulated destruction, and make a report.

Jim rode his bicycle and delivered the reports to the local fire station where the Sector Wardens were located. By the time the war ended in 1945, he could identify every airplane the United States, Germany, Japan, Italy, and Russia, flew.



The Hocutts—both CAP members

Building and flying model airplanes was his hobby when Jim was growing up, and becoming a private pilot was one of his main goals. He has flown several types of airplanes, and, has owned an Aeronca Champ, a Piper PA-12, and a Fly-Baby, homebuilt. His favorite airplane is a Piper PA-18, Super-Cub.

As a member of the Civil Air Patrol, he has served as Maintenance Officer, Safety Officer, Check Pilot, Cadet Orientation Pilot, Mission Pilot, Mission Check Pilot, and CN Contact, and, currently serves as AE Officer. After Hurricane Katrina, he went with a group to Camp Shelby Mississippi, to help with the relief effort.

Major Hocutt, has as much enthusiasm for the Civil Air Patrol today, as he did when he first joined.

2006 Mississippi/Alabama Wing Encampment

By C/Capt Stephanie Petelos AL-087

The Mississippi/ Alabama Wing Encampment was held at the Gulfport Air National Guard Base from June 24th to July 1st. The Bi-Wing Encampment was a huge success for both wings and the possibility for next year has already been discussed... The encampment was balanced with both Mississippi and Alabama cadet staff and basics. This year's encampment was a great learning, leadership, and fun experience for everyone involved. Many individuals at the encampment who have attended other encampments and activities agreed this was the best activity they had been to in Civil Air Patrol. This is greatly due to the outstanding senior and cadet leadership involved in putting this encampment together. Leading the charge this summer was Maj. Richard Griffith

(INWG), Encampment Commander and C/Maj. Brain McGinley (MSWG), Cadet Commander.

The basic cadets learned not only basic drill and ceremonies, but also CAP knowledge, Aerospace, Leadership, and teamwork inside and outside the classroom. Each cadet's day began bright and early with a PT session. They then spent time ensuring their room was maintained to meticulous military basic training standards. After a quick trip to the dining facility for breakfast, the cadets were treated with a myriad of activities and classroom instruction. Special thanks are in order for the outstanding cadet staff that ensured all training was carried out in a punctual and efficient manner, with training value maximized to the fullest.



Some of the activities that cadets had the chance to participate in were Operation "Sewage Treatment Plant," which really included many different types of teambuilding activities better known to some as "Project X". Cadets learned the value of teamwork, and how to work with the other members of their flight, and made practical applications of the knowledge gained as the week wore on. Cadets also learned the basics of CAP's emergency services mission. They were able to receive hands on introduction to the L-Per direction finding unit as well as 2-way radios.



One of the most exciting activities participated in was a visit to Keesler Air Force Base. Here cadets got to meet with the Vice Commander of the 81st Training Wing, Col. Richard Pierce. They also received a wonderful tour of the 403rd Wing, visiting with its 815th Airlift Squadron, and its 53rd Weather Reconnaissance Squadron – better known as the “Hurricane Hunters”. While on base, the cadet’s also visited with the fire department, the air traffic control tower, and had a demonstration from the military working dogs belonging to the 81st Security Forces Squadron. While the Keesler trip was certainly exciting, the highlight of the week would have to be the trip to NASA’s John C. Stennis Space Center. Here they received a tour of the site where engines are tested. The cadets also experienced the rare opportunity of viewing an actual test firing of one of NASA’s newest engines! Cadets received a tour of the space museum, a briefing on living in space, and were shown what goes into putting a spacecraft in orbit. During the week cadets took part in orientation flights in both CAP Cessna aircraft and an Air Force KC-135.

The last day of encampment concluded with a volleyball tournament and a dining in, giving the chance for cadets to finally relax and socialize and reflect with their newfound friends on a hard weeks work. Graduation commenced on Saturday, July 8th

and all graduates proudly showed off their accomplishments in a pass in review. This year’s encampment will surely be a memorable experience that all participants will carry with them their entire lives.

All participants graduated encampment, which is rare in itself and shows great character and determination on the part of all. However, there were some members that stood above the rest and were recognized during the graduation ceremony, many of whom were Alabama Wing members. 2 LT Anthony Beresford (AL 055) was recognized as the encampment’s outstanding senior staffer. C/1st Lt Autumn Owens (AL 090) received the outstanding cadet officer award. The Academic Award and the Honor Cadet was Cadet Jordan Davidson (AL 087). The Honor Flight was Alpha Flight. All participants from both wings put forth a tremendous effort all week and deserve to be congratulated for a job well done. Without this effort, the encampment would not have been such a success.



All units are encouraged to stay tuned for news regarding next summer’s encampment. There are several possibilities right now, all of which are very exciting. Encampment is the cornerstone of the cadet program, and is required to earn the Gen. Billy Mitchell Award.

Note: Pictures are currently found at:

<http://myweb.cableone.net/kc5nmh/mswgcp/encampment/photos/photomain.htm>

Operations:

Lt. Col. David Boswell

I've been very gratified with my time in the wing since my return from South Carolina, and I am pleased to be your DO. One thing I observed in South Carolina, as here, is the importance of training. Alabama is positioned geographically to provide mutual aid all over Southeast Region, and it takes a strong commitment on everyone's part to make sure we are prepared.

Alabama Wing is beginning the next round of ground operations training in October.

This is a program that provides several levels of training and I encourage every unit to consider sending members. The activity has a new web site, www.alabamaftx.com that has complete details, schedules, and points of contact. I can not stress enough how important it is to have ground operations people trained and proficient in our core missions - SAR and disaster operations.

The FTX program is the most comprehensive, cost effective, ground training available in the wing. The staff is highly experienced, having taught at the activity and the National ES schools, for many years.

On behalf of the wing commander, we are looking forward to another successful training season.

From Cadet to Air Force Pilot Training

Jeff Burns always wanted to fly. As the son of an Air Force Officer, Jeff was exposed early in life to aviation and took his first flight in a small Cessna when he was only six months old!

At age 12, Jeff's father introduced him to the Civil Air Patrol while living at Maxwell Air Force Base. The summer camps and weekly meetings impressed the budding aviator who remembers being surrounded by people who loved flying as much as he did.

Throughout high school, Jeff was inactive with CAP but once enrolled at the University of Alabama, the flying bug bit him again and Jeff decided to pursue his dream of becoming an Air Force pilot. After joining the Bessemer Composite Squadron in the summer of 2003, Jeff skillfully balanced a full class load, work and flying lessons. He first soloed in May 2004 and earned his private pilot certificate on his 21st birthday in October 2004. Jeff joined the Air Force ROTC Detachment at Alabama and through hard work and determination, earned a scholarship and eventually a coveted pilot slot. Recently graduated and commissioned a Second Lieutenant, Jeff will begin Specialized Undergraduate Pilot Training at Laughlin Air Force Base in Del Rio, Texas in November.



Following a month or so of academics, Lieutenant Burns will start the flying phase in the brand-new T-6 Texan II turboprop. During this demanding phase of pilot training, Burns will learn basic contact flying, aerobatics, cross-country and instrument procedures, followed by the formation and low level syllabus.

After the T-6, Burns will “track” into one of four different specialties: Fighter/Bomber, Cargo/Tanker, Helicopters or Tactical Airlift (C-130s). Burns admits to wanting to fly fighters but will be happy with any track...as long as he is wearing the “Silver Wings” of an Air Force Pilot! Burns credits the CAP with providing the motivation and inspiration to follow his dream. Good luck Lieutenant Burns!

Cadet Chambers Competes on team in National Meet

Cadet Airman Lauren Chambers of the Bessemer composite squadron loves to fly. Lauren will fly anytime and anywhere, indoors or out. Yes, indoors. Besides loving 172's and refueling planes Lauren takes flying to a whole new meaning. Lauren competes nationally on a tumbling and trampoline team.



After a year of traveling to meets in Georgia, Kentucky, Ohio, South Carolina,

and the Alabama state championship. With a group of first place metals that clink when Lauren opened her bedroom door, she was ready for nationals.

Lauren's 6 member team recently competed for national titles at the USA Gymnastics Trampoline and Tumbling Championships in Schamburg IL (near Chicago). With 1600 competitors from all 50 states performing Trampoline, Double Mini, Tumbling and Synchronized Trampoline the competition was nerve racking.

Lauren competed on the Double Mini Trampoline two passes of Straddle Jump, Front Tuck with a Kickout. The second pass is a Straight Jump, Half Turn, Back Tuck with a Kickout. With 2 rock solid landings and a victory yell that filled the coliseum Lauren's skills were able to bring home a silver metal.

Lauren competes in trampoline and Double Mini for her team the JFJ Tumblers based out of JFJ Elite Gymnastics in Hoover, Alabama.

The team left Birmingham, AL on a Boeing 737 and Lauren insisted we sit behind the wing so photograph could be taken of the wing as it prepares for takeoff and during flight. The CAP binder with the AE information appeared and Lauren taught a small class on the airflow and how we fly.

Lauren home schools and is a Purple Senior in TaeKwonDo and should be a second degree black belt before summer. Lauren (on non CAP event Saturdays) is a teacher and hostess for children's birthday parties. Lauren also volunteers at a local food bank distributing food and helps deliver food to shut ins.

Lauren's after college dreams are to be a Forensic Pathologist. Lauren is pursuing (GTM) Ground Team Member rating and soon will start (MRO) Mission Radio Operator rating. Lauren hopes flying lessons are soon to start so she can be more of an asset to the Civil Air Patrol.

Cadet Nathan Haynes Earns the Mitchell Award



Nathan Haynes from Oxford, Alabama, and is a senior in high school. In addition to Civil Air Patrol some of his favorite pastimes are hunting and fishing. He is also very involved at Meadowbrook Baptist Church.

Nathan said, "My interest in aerospace and the military came at a very early age. By the time I was five I wanted to fly an F-15 for the Air Force. When I was twelve years old a retired Air Force officer told me about the Civil Air Patrol, and even looked up the local squadrons for me. I loved CAP from the first meeting I attended.

"Civil Air Patrol has been a tremendous help to me in many areas. It has taught me many things from leadership to self-discipline. It has helped me become more physically fit and allowed me to make many friends. By far the best experience I have

had in CAP is flying, and I hope to obtain my pilot's license.

I would not be able to be where I am today without the help of my parents; they have always been supportive and willing to drive me to many CAP activities. I also need to thank my Squadron Commanders, past and present, along with the Deputy Commanders of Cadets who have always encouraged and helped me. I thank all the cadets who have trained and advised me. Most importantly I thank God, for without Him I could not make it each day."

Cadet Captain Chester Kraft receives Air Force Association Award

Cadet Captain Chester Kraft was awarded the Air Force Association (AFA) Award on 18 July 06. This AFA-sponsored award consists of a medal and ribbon and is presented annually to outstanding CAP cadets. To be eligible for the award recipients must display personal attributes such as initiative, judgment, and self-confidence, courteous demeanor, in addition to possessing the highest personal and ethical standards and strong positive convictions. The recipient must rank in the top 5% for their AS class and rank in the top 10% of their academic class.

Cadet Captain Kraft joined Civil Air Patrol in August of 2003 and has advanced to the rank of Cadet Captain. The following are some of Cadet Captain Kraft's CAP accomplishments: Earned the Mitchell and Earhart Awards. Cadet Captain Kraft was awarded squadron Cadet of the Year in 2003 and 2005, awarded squadron Cadet NCO of the year for the in 2004, Honor Cadet of the 2004 Alabama Wing Encampment and was Flight Sergeant of the Honor Flight for the

2005 Alabama Wing Encampment. Cadet Captain Kraft earned the Aerospace Excellence (AEX) Award and taught the AEX program twice. He has served as Cadet Operations NCOIC, Color Guard Commander and Flight Sergeant Kraft has served as Operations officer and Cadet Commander on numerous Bivouacs. Currently Cadet Captain Kraft is serving as Cadet Deputy Commander, Cadet Aerospace Education Officer, and Primary Cadet Advisory Council representative. Kraft graduated from Advanced Technology Academy at Peterson AFB, CO.

Cadet Captain Kraft received a congressional nomination from Congressman Bud Cramer for the Air Force Academy, West Point, and Air Force / Army ROTC. Cadet Captain Kraft will be attending the Embry Riddle campus in Prescott, AZ. where he received an Army ROTC four year scholarship.

Cadet Commander CAPT Mike Johnson, "Kraft earned it (AFA Award) certainly by his leadership within the cadet program and his dedication to the Civil Air Patrol."

Wings N Wheels Air Show September 23-24, 2006

The annual WINGS N WHEELS AIR SHOW will be at the Shelby County Airport Saturday and Sunday, September 23-24. The Shelby County Squadron will have a CAP Display and recruiting booth. Squadrons in the Birmingham area (Sqdn. 90, Sqdn. 34, Bessemer Springville and Chilton County) are invited to send one senior member and one Cadet to help man the booth during the shifts listed below. The Shelby County Squadron will also operate an Ice Cream Stand as a fund raiser.

June 2006

WINGS N WHEELS is sponsored by the Birmingham Aero Club with profits going to the Southern Museum of Flight at the Birmingham Airport and for Flight Scholarships. They need volunteers to help. We will operate a CAP volunteer manpower pool in the hanger by our CAP display. Please contact Lt. Col. Johnny Ward johnnyward@charter.net and advise if your squadron would like to attend and help man the display and/or volunteer to help in other areas. CAP members wanting to participate should plan to arrive no later then 9:30am and report to the CAP area for assignment. If you are in uniform and are volunteering you will be admitted FREE. You will have time to look around at the display aircraft and see some of the Air Show too.

GREENADES

Message from Col. Oakman

**DRUG ALERT - PLEASE GIVE THIS THE
WIDEST DISTRIBUTION POSSIBLE**

**This was received by SM Kelly Maricle DDRO
of the Easton Squadron in Maryland Wing
dated 28 July06**

Marijuana Being Packaged in Gumballs:
'Greenades' Sold to Teens

By Jim Kouri
Jul 23, 2006

High-grade marijuana is being packaged in gumballs and sold to high school students, according to Maryland State Police officials. These gumballs, known as "Greenades," contain enough THC to be fatal to smaller children. THC is the active chemical in marijuana that causes the user to become "high."

18

Two bright yellow gumballs with [smiley faces](#) were seized from two high school students by police at the Howard County High School in Maryland. A [police officer](#) assigned to the [high school](#) witnessed the gumballs being purchased by the students while passing between classes.

The gumballs were sent to the Maryland State Police's Forensic Sciences Division Laboratory in Pikesville, Maryland, and they determined there was approximately one gram of high-grade marijuana packed inside each gumball. The gumballs came wrapped in colorful tin foil labeled as "Greenades" with a marijuana leaf on the wrapper and detailed instructions for use.

With this discovery, concern over Greenades is growing among parents in the area, not only for the teenagers in the local student body but also over what happens when these drug-using students bring these gumballs home and their younger brothers or sisters get a hold of them, or worse yet, curious toddlers encounter them.

Most experts agree that there is enough THC in one gram of high grade marijuana to produce a lethal overdose that could result in death if swallowed by a toddler.

J.T. Daily, Director of Drug Education for Narconon Arrowhead, one of the country's leading drug rehabilitation and education centers, said, "The way drugs are being marketed and packaged these days to encourage kids to buy and use them is getting pretty sophisticated."

The purpose, of course, is to create a future clientele for drugs and what better-targeted market for a pusher than kids, he stated.

"They are young, experimental by nature and have the money to buy it. If they try it and like it, they could end up being a permanent customer that one day ends up in our rehabilitation facility, **in jail or dead.**"

To obtain more information on how you can help educate your children about the dangers of drug and alcohol use, or if you know someone who needs help with addiction, contact Narconon Arrowhead's information hotline 1-800-468-6933 or visit www.stopaddiction.com.

Jim Kouri, CPP is currently fifth vice-president of the National Association of Chiefs of Police and he's a staff writer for the New Media Alliance

<http://www.dea.gov/programs/forensicsci/microprogram/mg0506/mg0506.html>

http://www.nationaledger.com/artman/publish/article_27267229.shtml

http://magic-city-news.com/article_6354.shtml

<http://www.inboxrobot.com/news/tetrahydrocannabinol>

http://capitolhillcoffeehouse.com/more.php?id=750_0_1_0_M

<http://www.theorator.com/blogs/kouri.html>

http://www.examiner.com/a-193703-Marijuana_g...t_Howard_High_attract_DEA.html

<http://www.americanpothead.com/>

<http://www.einnews.com/NewEngland/newsfeed-new-england-education>

<http://tagjaq.com/discovery/marijuana>

Advertisement about Microsoft CAP Search and Rescue

In our newest add-on Civil Air Patrol Search & Rescue, we bring to you the ability to create your own custom search and rescue missions to fly in Microsoft Flight Simulator 2004. Using Flight Simulator and Civil Air Search and Rescue, users will fly some of the same missions performing critical tasks that keep the CAP such an essential part of the our nation's resources.

http://www.ebgames.com/product.asp?cookie%5Ftest=1&product_id=646731

Sent to the PAO-List by

*Newton G. Talley, Maj, CAP
Public Affairs Officer
Morgan County Cadet Sq (GLR-IN-219)*

Dinner and an ELT

Huntsville Composite Squadron and Redstone Composite Squadron members often meet for dinner once a quarter. Generally it is a time to talk about CAP, local news, and just visit with friends. On June 29, 2006 it turned out to be anything but ordinary conversation. Lt Col Dennis Flowers called Capt Carl Foster of the Huntsville Squadron. An ELT Mission was assigned while members finished their salads. 2 Lt John Blakely and 1 Lt Andy Boyer were air crew members from Redstone Squadron, who had their dinners put in “to go” boxes and left for Madison Executive Airport to meet 1 Lt Ian Johnston, mission pilot for Huntsville Squadron, for an electronic search of the area identified by SARSAT.

A ground team, composed of Capt Foster, Lt Col Mitcham and Maj Mitcham, serving as on-scene IC, also left the dinner to drive to the area, hoping to find and silence the ELT. As it turned out, nothing was heard using the equipment in the aircraft and on the ground. The aircraft returned to base, the ground team stopped near three or four merge points and took readings, but heard nothing. The mission would resume the next morning with a new aircrew and ground team.

Lt. Col. Jim Harris and 1 Lt Peter Levy flew for Redstone Composite Squadron on June

30, 2006 with Lt. Col. Dan Riley and 2 LT Tracey Miller supporting them as a ground team. Again, nothing was heard electronically even though the SARSAT was still reporting a signal. The aircrew flew the grid around the last merge point and found an unmarked private airfield with several aircraft parked near a barn/hanger. They were able to direct the ground team to the air strip, and the ground team was able to find and silence a malfunctioning connection to an ELT.

Dinner and an ELT are not always the way to visit with friends, but sometimes it just works out that way.

Boaz Middle School SER-AL801

Ryan Erskine is cadet number 1 in the newly charter BMS AL-801 middle school squadron.



Ryan Being briefed for his first orientation flight.

“Taxiing down the runway, on Saturday, August 26 for my first orientation flight with the Civil Air Patrol I felt excited that I was one step closer to fulfilling my dream of flight. When we took off I got a knot in my stomach as we ascended into the air. Reaching 2500 ft I felt like a giant, as the buildings and houses below us became

smaller. I was able to see for miles and miles in every direction as we flew over my house and Boaz Middle School.

When we were about to land Capt. Tallmadge Butler went over the landing checks as we prepared to land on the runway. I enjoyed my flight and can't wait till the next time I get to fly."

"To see my son taxiing down the runway for his first orientation flight with the Civil Air Patrol brought out all kinds of emotions for me. I was, of course, proud of my son to know that he was one step closer to fulfilling his dream of becoming an air force pilot and I was also a little nervous knowing how high he was off the ground.

But, I was also grateful knowing that while he was up there he was in the hands of a skilled pilot Capt. Talmadge Butler from the Gadsden squadron. I was very glad to see the plane making its final approach and descent to land." said Sonya Erskine, Ryan's mother.

*Lt. Col. Randall Haney
Commander, AL 801*

Wreath Laying Ceremony

From the PAO – List.

Here is something we all can get behind and promote without putting anyone's life in danger. For the last 18 years, Worcester Wreath Company out of Harrington, Maine has been sending "Holiday Wreaths" to Arlington National Cemetery to be laid on Veterans gravesites. For the last six years, two CAP Squadrons, Machias Valley and St Croix Composite Squadron, CAP have decorated and laid the wreaths in Arlington along with the Maine State Society

June 2006

volunteers. This year, Merrill Worcester has decided to honor CAP by furnishing a wreath to every Veteran's Cemetery in the United States, including Alaska and Hawaii. This project was just laid into our laps this morning and we are starting to get the information we need to contact all areas that have a Veteran's Memorial and find the Wing Commanders, PAO's and others who can participate in this undertaking. Worcester will ship the wreaths to anywhere we tell him at no cost to the local unit(s). The wreaths will be laid on the memorials at 11:00 am ET or at 11:00 am local time all over the United States. If we can pull it all together by December 14th, this could be great public relations for Civil Air Patrol.

Interesting note: Harrington, Maine is one of the poorest towns in the county and the locals all help Mr. Worcester and his team put together these wreaths. Our cadets are proud to decorate, pack and ship the wreaths to Arlington. They make me proud to see them lay a wreath, take one step back and salute the deceased veteran.

(Note: I have additional information on this activity. If your squadron is near a Veteran's Cemetery, please contact me and I will forward information to you. –Maj. Pat Mitcham)

The Saga of Mission 06M1252

(For those of you who did not receive this by email.)

On Monday July 10th we received a call from ever-cheerful Incident Commander Dennis Flowers, who relishes in waking people up at 3 AM. Dennis seemed disappointed, because the call came in

21

during the day, but he called us anyway. Seems there was an ELT signal originating somewhere up around Andalusia, Alabama, and he wanted to know if we could go up and turn that puppy off.

I called 1LT Jim Becker, and he and I flew up to Andalusia. As we neared A-town, we heard the ELT signal loud and clear, and figured we'd be home for supper...WRONG.

We tied the signal down to a residential area just east of the ballpark complex, then landed at 79J, where we called for transportation assistance from the Sheriff's Department.

Soon we were riding, very uncomfortably, in the back of the deputy's patrol car. There's not much room back there in those cars, and not much ventilation what with the bars on the windows and the partition between the seats. Oh, yeah, there were also traces of some kinds of fluids on the doors and seat...we didn't want to know what they were. Also, that configuration of seats and barriers and bars was not intended for a 6'2" frame, either.

The deputy was a very friendly and helpful sort who took us to the neighborhood we had located. But when we got there, there was no definite signal to be heard; only a few taunting beeps now and then.

So we asked the deputy to take us back to the airport where I got back into the very roomy-feeling cabin and took off to help Jim and the deputy find the signal. They waited at the ball parks, and soon I was overhead and circling the neighborhood while receiving a signal. I directed them to a specific street, right where a tree-removal crew was taking down a pine tree. Then the signal stopped. Jim was unable to locate

anything, and we decided to go back to the airport.

By the time we got back to the FBO, Dennis had a new couple of sets of coordinates courtesy of the satellites. They were some distance from the first ones, and also some distance from the "good find" we had counted on earlier in the day.

Darkness was falling, and we didn't have time to go back into the air and then transform ourselves into a ground team again, so we bade farewell to the deputy and launched. By that time the signal seemed to be coming from nowhere and from everywhere at the same time, and we couldn't draw a bead on it at all. So we went home frustrated, disappointed, and without the case for the direction finder, which we had left in the deputy's car. (That's not part of the main story, so I'll just tell you that we got the case back.) Wednesday, the mission was turned over to the dauntless fliers of the Dothan Squadron, who reportedly had the same luck we had, which was none.

Wednesday was scheduled to be a work day for me. I had all my little chores and jobs all planned, and was looking forward to a very productive day...until Rick Hasha called me at about 8 AM. Dennis had apparently decided that he didn't want to have a goose-egg mission so he turned it over to Rick, who informed me that the pesky little signal was still there, and that AFRCC wanted us to try again.

Well, I had already seen as much of A-town as I cared to see, and was convinced that the signal was probably being produced by some supernatural phenomenon many miles from A-town, and was traveling by high tension wires, chain link fences and other modes of transmission until it reached A-town and split into a million signals.



But being the dedicated sap that I am, I told Rick we'd give it another shot. I called 1LT Mike Medynski, the guru of ELT ground searches, and begged him to go with me. He met me at JKA and we had an interesting flight to 79J, dodging towering clouds that said "we'll be waiting for you later, and we'll be a little bigger then."

Using the latest coordinates from the satellites, we soon located a signal and traced it to an area north of Gantt Lake, where there was a little airfield and metal building about the size of a medium-production meth lab. Good prospect, huh? But we wanted to be sure about our signal, so we did a collapsing square search around the area until we felt sure that the signal was coming from a group of houses on the north shore of the lake. Maybe one of those guys figured he needed an EPIRB on his boat.

Anyway, back we went to the airport, calling ahead to the Sheriff's department for transportation assistance. This time we were met by an ambulance and two EMTs who were just happy to have something to do. (Here's a tip: When you need transportation assistance, ask for an ambulance. There's a lot more room in the back, and not nearly as many unidentifiable stains. And if you strap yourself in, you can take a nap!)

Neither of the EMTs had missed a meal in a long time, but it was lunchtime and we

never pass up a chance to eat at the restaurant adjacent to the helipad at 79J.

While we were eating, we got a call from Rick Hasha, who told us that AFRCC had called to tell him that the mission was cancelled. Apparently they were buying into the "distant supernatural phenomenon" theory, too. I told Rick that we had gone to all the trouble of getting all dressed up and flying all the way up there, and that we wanted to try just one more time.

After lunch we headed out to the location north of the lake. After a trip of about 20 minutes we arrived at the suspected location, only to hear absolutely nothing except the hiss of static on the locators. We tried several locations, but heard nothing.

OK, let's try the other side of the lake. It's not very wide, and we should be able to pick up anything that was originating on the other side. Nope, just static. So we decided that it was time to give up and return home.

As I said before, Mike Medynski is the guru of ELT ground searches. Instead of packing up the L-Per, he left it on, with the antenna sticking out the ambulance window. About halfway back to Andalusia, the L-Per came to life and started picking up a signal. (This was a real relief, because by this time the two EMTs were beginning to have serious doubts about what the heck we were doing, and Mike's imitation of an ELT was not too convincing.) We stopped and did a quick check, and then headed in the direction of the signal.

A great part of the "distant supernatural phenomenon" theory often includes a power substation, and there happened to be one at the next intersection. But Mike chose to cross the intersection, following his instinct and experience. When he shouted "stop here," we were next to an old utility trailer

next to a modest home with a yard full of objects d' arte that would have made Fred Sanford drool. The L-Per was now yelping as loud as it could, happy to have something to sing about.

Now when an ambulance pulls up next to your house and unloads like a clown car full of guys in flight suits and carrying Rube Goldbergish gizmos made of yardsticks and coat hangers, you just have to come out and see what's going on, right? Right! The two gentlemen who came out (whom we shall call "Rufus" and "Earl," Rufus' father) were very nice, and very curious. We told them that we needed to look in the trailer, and they told us to go right ahead. After finding the trailer completely empty, we asked them if they happened to have an ELT about the place. After a confused look and a moment of meditation, Rufus' face lit up, and he ran to the back of his pickup, opened the tool box, and produced a small yellow box with an antenna. Rufus and Earl have varied interests: they are in the tree-cutting business (yep, it was them cutting down that tree on Monday); they fly ultralights and experimental planes and have a small airstrip north of the lake, (sound familiar?) where Rufus had been earlier that day (about the time we arrived over Andalusia); and Rufus had stopped by his house on the north side of the lake (where he had gone during the time we were trying to lock in the location over the airport.) Rufus told us that he had noticed a lot of little planes circling around him for the past few days here and there, and had said that on Monday he was right off my wing tip while I was circling the tree-removal operation.

So now we know why the signal had been moving around...we had been chasing Rufus for three days as he made his appointed rounds. But why was the signal coming and going, and what explains the

"here, there and everywhere" nature of the signals at times. The ELT emerged from the tool box in one hand and the bracket (which protects the switch) in the other. My guess is that there were other treasures in Rufus' toolbox, and that they occasionally collided with the ELT and turned it on and off as he drove the highways and byways of Covington County. As for the "here, there and everywhere" question, I guess we have to chalk it up to swamp gases colliding with ozone in the upper atmosphere, creating a wormhole over Andalusia into which stray radio signals are collected as they bounce off of the AFRCC's satellites, and redistributed over the entire town. Let's keep that in mind for future Andalusia missions!

Lt. Col. David Spivey

MEMORANDUM FOR NATIONAL BOARD
SUBJECT: National Preparedness Month

1. September is National Preparedness Month. As a national level response organization Civil Air Patrol needs to take steps to encourage members and their communities to be better prepared for emergencies, and National Preparedness Month is an appropriate time to do so. National Preparedness Month is a nationwide effort held each September to encourage Americans to take simple steps to prepare for emergencies in their homes, businesses and schools. National Preparedness Month 2006 is sponsored by the U.S. Department of Homeland Security (DHS). The goal of the month is to increase public awareness about the importance of preparing for emergencies and to encourage individuals to take action. Throughout September, DHS will work with a wide

variety of organizations like Civil Air Patrol, from both the government and private sector, to highlight the importance of family emergency preparedness and to promote individual involvement through events and activities across the nation.

2. Civil Air Patrol is a 2006 National Preparedness Month Coalition Member, and as such we want to encourage all members, their families and friends, and their communities to focus on four simple steps to make themselves better prepared for emergencies:

a. Get a Kit - Get a kit of emergency supplies that will allow you and your family to survive for at least three days in the event an emergency happens. The kit should include basic items like water, food, battery-powered radio, flashlight and a first aid kit. Units should consider building kits with members at a unit meeting in September, and maybe even inviting guests to do the same.

b. Make a Plan - Plan in advance what you and your family will do in an emergency. Your plan should include a communications plan and address sheltering-in-place and evacuation. Units should assist members in developing plans, and making sure that mechanisms are put in place to contact, assist and support members in need when a disaster strikes.

c. Be Informed - Learn more about different threats that could affect your community and what the appropriate responses to these threats are. Key unit staff should brief members on the threats to your communities and what Civil Air Patrol may be tasked to do if something does happen in your community.

d. Get Involved - After preparing yourself and your family for possible emergencies, take the next step: get training

in first aid and emergency response and get involved in preparing your community. This is a great time to schedule general emergency services training for new members as well as continuing education training for members who are already mission qualified. It would also be appropriate to reach out to other organizations in your community for joint training and education like your local Citizen Corps Council, Community Emergency Response Team, or American Red Cross Chapter.

3. There are many useful ideas, tools and tips available to assist with the above at www.ready.gov. Units are encouraged to post links to this site on their websites and handout materials available there to their members.

The site also has a calendar available at: <http://www.ready.gov/america/npm/calendar.htm>.

Units may want to consider supporting local events on the calendar or posting their own events that they think may be of interest to the local community for National Preparedness Month.

4. We hope that you have a safe and educational National Preparedness Month.

ANTONIO J. PINEDA
Major General, CAP
Commander

The Summer 2005 Newsletter contains multiple links and articles on preparedness. It is primarily hurricane related, but could be considered for all emergency situations.

Alabama Wing Comes to Auburn

On July 14-16th, twenty-one Alabama Wing CAP aircraft descended upon the Robert G. Pitts Airport at Auburn for Transit Aircraft re-fueling and crew rest on Friday afternoon and Sunday morning.



The Wing conducted a three day SAREX and Disaster Relief, Disaster Assessment, and SDIS training.

Approximately 85 hrs were flown over this three day event. Each disaster relief flights tasks carried a small Styrofoam ice chest with three bottles of H2O (crew in-flight re-hydration) simulating perishable medical supplies. Each sortie was given a specific number of airports to land at and re-ice the chest.

This required the coordination of each of the squadrons at different airports to provide transit aircraft assistance, and aircrews were limited to only 15 minutes on the ground. It was a test of piloting and navigation skills to make all of the designated stops and be in Auburn no later than 10:30 am CST Sunday morning.

Friday's flights over flew the airports the Sunday crews would be landing at. On Saturday essential Urban DF training was conducted at the Shelby Co Airport under

the direction of Lt Col. Dennis Flowers and Lt. Col Mike Husband. Aircrews got in some good DF ground training, until the rains drove every one inside.

The good folks at the FBO at Auburn gave CAP a very significant fuel discount over the three day event which allowed CAP to fly several extra hours and many more miles.



After arriving at Auburn on Sunday morning, the aircrews were given a short safety briefing and the Auburn Squadron provided a light lunch before crews departed for home.

On the way home further piloting and navigation skills were tested by having the pilot use only the Atlanta Sectional, a watch and the compass to navigate their way home. All aircraft landed at home fields on time.

Col. Tilton, SER Commander and Col. Glen Rush, SER ES Director, visited the exercise.

This was a very good training event, much was learned, old skills resharpened and new skills learned. All went home looking forward to the next SAREX or real event.

SAREX a Success

The Alabama Wing, Civil Air Patrol, completed a training exercise at Gadsden Airport in Gadsden, AL. Capt Stephen Pearce was the Incident Commander in training. Lt. Col. Dennis Flowers and Lt Col Rick Hasha were the training officers.



The training simulated a ground and air search for a lost aircraft which had been flying from Rome, GA, to Pell City, AL. Over 50 Senior members and cadets signed in and completed air and ground training. SDIS pilots flew five sorties over targets that were designated by their director. SARX pilots flew an additional six sorties over the search area.

Hot and humid weather did not stop the mission. Most of the members who came to complete training missions were able to find flights and or ground sorties. While it is very important to have enough pilots and observers, the training received by those working as Mission Staff Officers was invaluable because when the skills are required by a real Search and Rescue, the wing will have trained staff members planning and analyzing the results brought back by air and ground crews.



Thanks to all of the volunteers who came and worked.

International Air Cadet Exchange 2006

Shelby County's Squadron Commander Lt. Col. Johnny Ward was one of fifteen Civil Air patrol officers and some 100 CAP Cadets who were chosen to participate in this year's International Air Cadet Exchange Program (IACE). He was one of three escort officers and fifteen cadets to visit the United Kingdom (England) for just of two weeks.



Air Commodore D. I. Harrison,
Commandant of the Air Cadet program in
the United Kingdom with Group A CAP.
Lt. Col. J. Ward on the right.

The exchange included tours of London and numerous Royal Air Force Bases, Battle of Britain, and other aviation museums.



He was able to have flights in gliders, power gliders and RAF aerobatic. Trainers. Ward said, "Every Alabama cadet should aim for the IACE? The CAP exchanges cadets with many countries including, but not limited to Cana, UK, Sweden the Netherlands, Germany, Australia, New Zealand, Singapore, Hong Kong, Turkey and Austria just to mention a few.



Every two years the Alabama Wing usually hosts a group of about six cadet plus an

Excort Officer. In 2007, with permission from the Wing Commander, Alabama will again host a group for about eleven days. Lt. Col. Ward has been Alabama's project officer for IACE for twenty years.



Flying Officer Matt Teague with Lt. Col Ward in front of the Battle of Britain Memorial Chapel RAF Station Biggin Hill.

Because of the enthusiasm of the Alabama Wing, I hope to go to an every other month newsletter. In order to do this, squadrons need to keep sending me ELT stories, bios on cadets who receive awards, and anything else that seems newsworthy or interesting.

I will use as much as I can. Please send pictures as separate attachments. Next deadline will be December 15, 2006.

Maj. Pat Mitcham
Director of Public Affairs