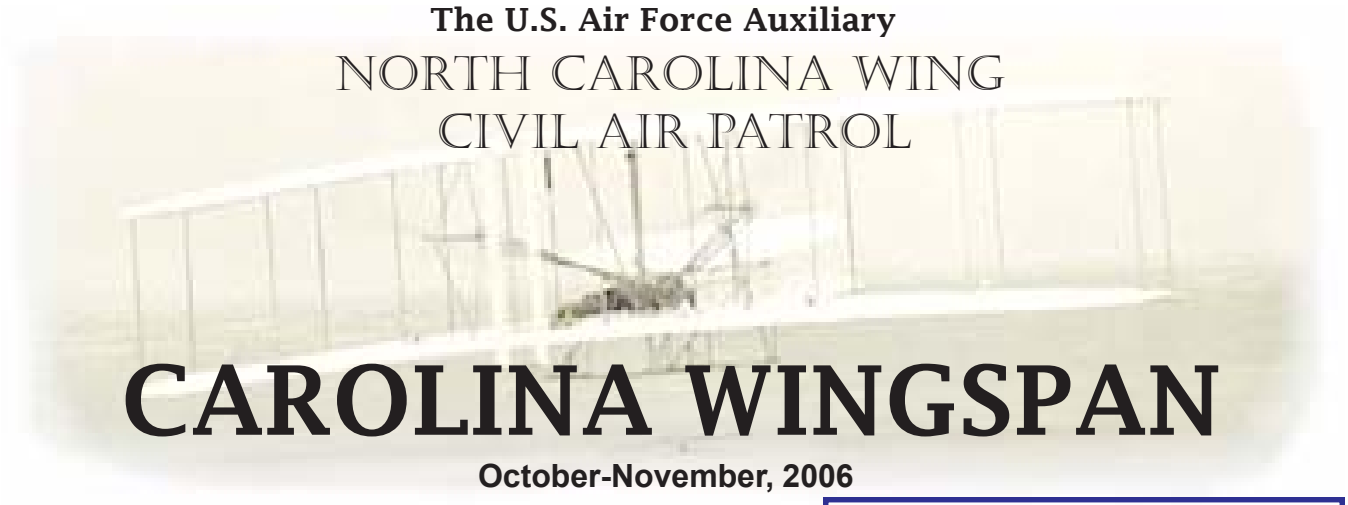
The U.S. Air Force Auxiliary
NORTH CAROLINA WING
CIVIL AIR PATROL



CAROLINA WINGSPAN

October-November, 2006

COMMANDER'S CALL

2006 NC Wing Conference

Every year this Wing gets together and celebrates the past year's accomplishments, shares vital information, and recognizes those special members who have excelled in their commitment to CAP. This year's Conference is shaping up as one of the best yet. If you do not come to this Conference, you will be kicking yourself all the way across the ramp.

First of all, the Wing Staff has worked very hard to put together presentations that will inform and educate. They have taken my instructions of service to the members seriously and are making every effort to serve the member's needs for training and information. You will find the presentations being offered the best that have ever been. All the workshops and presentations are geared to help you become a better CAP member and to help you accomplish the missions you already enjoy.

Also, for the first time ever, we will be partnered with Vanguard, the new supplier of CAP uniform and specialty items. Vanguard is offering a very special service of no delivery charges for orders placed in time for delivery at the Conference. They have reserved space at the Wing Conference and will have lots of items available for you. You will find their capable staff professional and helpful with whatever you need. This is service right to your doorstep.

You will also want to stay for the banquet Saturday evening. We have special entertainment lined up, and expect to have more fun than even Colonel Tink Schaffer can stand. Last year was a great success. This year will be even better.

Make your plans now to join me and a host of special VIPs for this special annual event on 27-29 October 2006. It is a perfect time to learn, socialize, and enjoy the fun side of being a volunteer. You are special people. You prove it every day as an NC Wing CAP member. I extend this personal invitation for you to treat yourself to this special time with your fellow volunteers. You deserve it. Do this for yourself.

Colonel Larry J. Ragland, CAP

Contained in this issue...

North Carolina Wing Conference

The biggest news since the Wright Brothers gave up building bicycles. See what's in store for you in beautiful, downtown Clemmons, NC. Visit Page 8 and read all about it. Whatever your training track you'll find something that fits it. So sign up. It's only one weekend a year but it's filled with excitement and rewards. It's your Wing. It's up to you if you want to be part of it. Your Wing Staff has gone a long way to provide the very best in training opportunities. Ya'll come!

FINAL SALUTE: CAPT. CRAIG MARKS

"LILLINGTON, N.C. — A former Green Beret captain who served as a military expert for WRAL has died. Capt. Craig Marks was killed Wednesday night on his Lillington farm in an accident involving a tractor.

Marks spent more than 30 years in the armed forces. He appeared on WRAL as a military expert, particularly when the U.S. initially launched the war in Iraq. More recently, Marks was a homeland security and disaster preparedness consultant." WRAL-TV Channel 5

It is with deep and sincere sadness that I forward this notice of the death of Capt Craig A. Marks, CAP and US Army-retired, who was a member of the North Carolina Wing from 2003 to 2005. Capt Marks graduated from the 2004 Middle East Region Staff College (MERSC) and he had the honor to serve as the Vice President of the Mess. Capt Marks subsequently served on the 2005 MERSC staff as the Administrative Officer and as an instructor. In October 2005, Capt Marks took a leave of absence from CAP to cultivate his business, which required extensive travel throughout the United States.

Capt Craig Marks will be sorely missed, but remembered by all of who knew him and worked with him.

Roy Douglass, Lt Col, CAP
NC Wing Chief of Staff

Five North Carolina Squadrons Test Readiness and New Satellite Imaging System

Civil Air Patrol seniors and cadets track down and locate 'targets' during exercise

Wilmington, NC — Civil Air Patrol (CAP) aircrews and ground teams from across NC converged upon Wilmington International Airport to conduct Search and Rescue exercises (SAREX) in and around New Hanover County. Topsail Composite, Raleigh-Wake, Winston-Salem, and Fayetteville all provided personnel and/or aircraft to the mission. Asheville squadron acted as an additional mission base. Coordination between Asheville and Cape Fear Composite squadrons was handled through CAP's radio communication net

Teams were dispatched from Cape Fear Composite Squadron's headquarters under the direction of Lt Col David Crawford, NC Wing Emergency Services Officer. One of the primary goals of the exercise was to test the new Satellite Digital Information System during aerial reconnaissance. One sortie was flown and three key areas successfully transmitted to mission base. Meanwhile, two ground teams searched for and found two emergency locator transmitters (ELT) in New Hanover and Pender counties. In addition, several members received advanced training and hands-on experience in their designated specialties.

1Lt Elizabeth Butrim, Asst Public Affairs Officer
Cape Fear Comp. Sqdn.

Report from Ft. Fisher

I wanted to follow up with a big Thank You to some special people who helped make the Goals and Objectives session at Fort Fisher possible. Pam Landreth-Strug and Lucy Davis did a tremendous job supporting our Wing this weekend. Pam served as facilitator for working a very tough crowd. Lucy did her usual professional job of keeping all of us on task. And, of course our very own Wing Administrator Ms Kathy Gaddy was kept hopping before and during the sessions serving the needs of all the participants. She did a great job of anticipating all our needs.

Lt Col Wes Surratt deserves some very special recognition for taking the bull by the horns and making this all happen. He contacted all the participants and bird dogged all the details to make sure this would go off without a hitch. Fort Fisher is an excellent facility, and I hope NCWG leaders at all levels will take advantage of this resource.
Please join me in thanking these very special people for making this critical task a reality.
Colonel Larry J. Ragland, CAP
NCWG/CC 919-417-0021

Shades of Gray

VFR-into-IMC's slippery slope

BY JULIE K. BOATMAN (From *AOPA Pilot*.)

We had a window. After staging a successful photo mission from the Manitowoc (Wisconsin) Airport over the weekend, we needed to reposition a Beech A36 Bonanza to another field about 40 nm away. A serious thunderstorm was grumbling toward central Wisconsin; the briefer estimated one and one-half hours before it would masticate the skies over our intended destination.

We had two instrument-rated pilots on board, a UPS Aviation Technologies Apollo MX20 moving map linked to an Apollo GX60 approach-capable GPS, weather radar, and a Goodrich Stormscope. Our preference was to fly VFR, maintaining visual separation from the nastiness ahead. En route, visibilities were called as five to six miles in haze, with ragged, broken to scattered clouds at 4,000 feet — the scud ahead of the storm.

We did not have six miles' visibility, that's for sure. With the sun at our backs, our view forward was still VFR, but not an inch more. I asked my copilot to act as safety pilot and look for traffic so I could stay on the gauges. With the MX20 lighting the way — and the strikes so powerful beyond our destination that they lit up along our course line — we made it to touchdown 15 minutes before the first bolt hit the field.

The number-one cause of weather-related accidents is continued VFR flight into instrument meteorological conditions (IMC). A full quarter of these pilots are instrument-rated. The rate and severity of accidents classified as VFR-into-IMC haven't changed much since the mid-1970s, nor have the causal factors, according to a study by the University of Illinois published earlier this year. The aviation community hasn't had much success discouraging pilots from flying into weather for which they are neither equipped nor prepared. The distinguishing hallmark of a VFR-into-IMC accident is its devastating hand. Roughly 75 percent of these accidents are fatal, because they typically involve a loss of control that starts relatively soon after the airplane enters the clouds.

During our flight, we were flying in classic marginal VFR conditions — the kind that can go sour at any point. We continued on with two thoughts in mind: We could turn around to good VFR at any time, and we could file IFR if it looked like the view ahead was IMC and we wanted to press on. Constantly we assessed the situation. Still, the lure of pressing on VFR grew stronger the closer that we got to our destination. Comforted by the glow of the MX20 — in stark contrast to the view outside — it was clear how enticing those last miles seemed.

There are times when VFR flight is legal but not necessarily safe. In most airspace, three miles and a 1,000-foot ceiling constitute VFR conditions. However, in area forecasts, visibilities of three to five miles are referred to as marginal VFR. Perhaps this is the better definition, because the implication is instant: marginal. On the edge. Not cut-and-dried VFR. But the gradual transition from VFR to IFR conditions often encountered when marginal VFR is forecast can make it difficult to determine when the line is crossed.

Failure to diagnose this change properly can lead pilots to continue flight into adverse weather. All things considered, if pilots know the weather is deteriorating to IFR, they will not fly into it, according to the University of Illinois study.

Pilots who become involved in these fatal weather encounters don't fit neatly into one profile, but they tend to be lower-time pilots than those involved in other types of general aviation accidents; and they are private pilots, as opposed to having more advanced certificates (71.6 percent of those pilots involved in 409 accidents surveyed by the study noted above had private pilot certificates or less).

We are taught that we can manage the risks associated with flying; otherwise few of us would get into an airplane. Those with low time and little experience flying in adverse weather may underestimate the risks associated with flying in marginal conditions. Since we are preached confidence in our abilities, the mix can be deadly.

A cross section of the weather

If we know what's out there, we can avoid stumbling into conditions beyond our ken. To this end, we need to learn as much about the weather before and during a flight as we reasonably can.

The preflight visit to a flight service station briefer who chats with you over coffee is all but history. Though we can wax nostalgic about a personal touch, that's no longer an option for most of us. In reality, we have far better tools and information available than ever before. The missing link is interpretation, which can be filled in with a call to flight service. After dedicated study, pilots can also learn the nuances of weather science. Some pilots are natural weather nuts, with Intellicast.com locked in as their home page and The Weather Channel constantly playing on the family room TV. Even if you're not one of these amateur meteorologists, it pays to be a bit of a weather nerd.

Your goal is to mentally draw a three-dimensional picture of the weather from the data and know when that picture needs to be updated during the flight.

Continued from Page 3

If you wish to avoid encountering IMC, you need to be aware of several key indicators in the information presented to you during a preflight weather briefing. The position of fronts and their movement give a rough idea of where and when lowering weather will occur. Specifically, look at the temperature/dew point spreads along your route. A close spread means that haze and fog are likely.

Fog can be tricky, as the visibility straight down through it tends to be far better than that along a diagonal. For example, you may easily make out the runway when overflying your destination airport. However, when you turn on final, the runway environment can disappear — just when you get low enough that you need to see the runway now.

Next, think of the terrain between the departure airport and the destination. If the area forecast describes an unstable air mass over the region and your route takes you over rising terrain, you can expect clouds to form in these areas before anywhere else. Rising terrain does not necessarily mean mountains: The difference in elevation between the Colorado-Kansas border and Denver (1,600 feet) is enough to form upslope clouds on the Colorado plains should the winds aloft be out of the east or southeast.

While you're looking critically at the data, try to determine which are from standalone automated systems (such as ASOS Level D) and those systems that are supplemented by a human weather observer (such as ASOS levels A, B, and C, or ATIS reports). These sites, along with the hours that the ASOS is augmented by weather observers, are listed in the airport/facility directory. Experienced weather observers say ASOS can issue unrepresentative reports when IFR and low-IFR conditions prevail, according to the Weather Strategies Safety Advisor published by the AOPA Air Safety Foundation.

On the flip side, ASOS stations give you an additional tool to use along the route. Periodically tune in nearby ASOS frequencies to stay up to date on local weather conditions. Be particularly alert for changes that take place ahead of or behind schedule when compared to the forecast. Low ceilings and visibilities that don't burn off by noon, as well as fronts that charge through before they were expected, signal that conditions could be more intense than originally thought. Landing or turning around before you get into the low stuff is a smart move in these instances, unless you can successfully file an IFR flight plan and complete the mission that way.

The human touch is as important in the air as it is in ground-based data. While the area forecast gives a big picture guesstimate of conditions along the route, your best info can come from other pilots. Solicit and provide pilot reports (pireps) whenever possible. And don't fall prey to superstitious thoughts that filing a pirep for a smooth ride and good vis will turn on the automatic bump machine.

As you gather information once the flight has launched, recognize that the go/no-go decision you initially made before takeoff becomes the continue question in flight. Making a no-go decision is typically easier than discontinuing a flight — especially as you get closer to your destination. So how do you know when the conditions are sinking to the point where you need to turn around?

One skill that eludes many pilots is judging distance in flight. If you need validation of this, recall the last time you heard someone call a two-mile final and subsequently waited for him or her to touch down five minutes later. Learning to judge in-flight visibility is just as tricky.

There are several ways to determine in-flight visibility, the handiest being landmarks such as towns or features a given distance away. Local pilots refer to a tower adjacent to Tri-County Airport near Erie, Colorado, as the "VFR stick" because it's about three miles from the field and nearly 1,000 feet tall. Section lines and highway markers are useful for gauging distance as well. Roads laid along section lines are one-half mile apart and can be found extensively from the Great Plains westward to the Rocky Mountains.

Speaking of the territory, also factor in what you're accustomed to — 10 miles' visibility out West makes you feel like the walls are closing in, but on the East Coast, it seems like ceiling and visibility unlimited (CAVU).

Go up with an instructor to practice in marginal or IFR conditions. Maneuvers should include basic attitude instrument flight, 180-degree turns, and situational awareness using terrain, navigation aids, and charts — including diversions to nearby airports.

An IFR flight plan

It seems obvious, but the best way to avoid continuing VFR into IMC is to operate on an instrument flight plan. Well, of course. But the reasons why run deeper than a simple change in the flight's definition.

Scheduled commercial operations in Alaska lean more heavily toward single-engine, single-pilot, VFR flights than do those in the lower 48 states. And commuter accidents in Alaska are also more likely to be classified in the VFR-into-IMC category than those in the rest of the country. Not only is there some performance pressure to continue flight into deteriorating conditions, but also, depending on the business, operators may be following air taxi regulations rather than the more stringent regulations for commuter airlines. One recommendation made by former NTSB Chairman James Hall to stem the tide of VFR-into-IMC accidents was to move these operations onto IFR flight plans whenever possible — though icing forces pilots to stay VFR for much of the year.

For a private pilot, the training required to get an instrument rating helps to alleviate the primary causes of accidents in IMC.

Continued from Page 4

You gain attitude instrument skills, navigation and diversion skills, and overall comfort flying in the weather. Even if you never plan to fly hard IFR, being able to file when the weather just might turn ugly lends a level of safety you wouldn't have on a VFR flight plan.

Instrument-rated pilots are lost in VFR-into-IMC accidents as well, because they don't file IFR when the conditions warrant, or they trust their attitude instrument skills to keep them not only upright but clear of terrain. One aspect of the problem lies in preparedness. Filing an IFR flight plan typically demands that the pilot at least look at the charts for the route in order to properly file and copy a clearance. Although it's possible to call for and receive a direct clearance, it happens infrequently enough that most pilots know better than to trust in getting the big D. In order to file legally, you need to be current as well, and that makes the operation another increment safer.

Perhaps the darkening shades of gray are best avoided by setting hard rules for ourselves. Get all the information available before your flight, and update that information often along the way. Acquire the ability to fly on instruments, and keep those skills sharp. File when it looks marginal, and don't be afraid to ask for a flight plan when the weather heads south in a way that wasn't forecast. And above all, don't underestimate the risks associated with flying into adverse weather (see "Wx Watch: The Rolling Go/No-Go," page 143).

NC Wing member awards and promotions

· Capt. Steve R. Brown, NC
· Capt. Matthew T. Mickelson, NC

Grover Loening Awards

· 1st Lt. Charles A. Augur, NC
· 2nd Lt. Pilar Chavarria, NC
· Maj. Ronald G. Cheek, NC
· 1st Lt. Brian C. Crockett, NC
· 1st Lt. Gregory A. Henderson, NC
· Capt. John P. Kay, NC
· Lt. Col. Gordon H. Keller Jr., NC
· Maj. Winfred D. McCarty, NC
· Capt. Robert J. Mullaney, NC
· 1st Lt. Niihau K. A. Ramsey, NC
· Capt. Samuel A. Schiffman, NC
· Sr. Mbr. James P. Sedberry, NC
· Sr. Mbr. Todd H. Shugart, NC
· Sr. Mbr. John C. Williams, NC

Chuck Yeager Awards

Cadet Jonathan M. Lewis, NC

Ira C. Eaker Award

· Cadet Paul L. Brewster, NC
· Cadet Nathaniel D. Hertzog, NC
· Cadet Kevin L. McPherson, NC

Gen Billy Mitchell Awards

Capt Sal Tripoli celebrates a milestone

During our wing goals planning session at Fort Fisher this past weekend, specifically on 24 Sept, Capt Sal Tripoli celebrated another birthday - you'll have to ask him how many . . .!

We gave him a small cake so all the candles purposely wouldn't fit on it. RD

Capt Sal replied, "**At the request of the local fire department, I decline to answer.**

(78 but who's counting)

National Board Awards

Middle East Region faired extremely well at the Awards Ceremony at the National Board Meeting. Here's a rundown of the recipients:

Lt Col Amanda Anderson won the Frank G. Brewer Award for exceptional contributions to the advancement of youth in aerospace activities.

Lt Col Pamela Landreth Strug received the John V. Sorenson Cadet Program Offier of the Year Award for contributions to the CAP Cadet Program. She was cited as an outstanding cadet mentor, for chartering the first middle school initiative squadron in the nation, and for organizing several award winning activities.

Capt George W. Summer was recognized as the Communications Officer of the Year. Capt Summer manages 128 radio licenses within SCWG and is one of the most active communicators within MER.

National Capital Wing was recognized for having the top Search and Rescue program within MER.

South Carolina Wing was recognized for having the top Disaster Relief program in MER.

Delaware Wing was recognized for having the top Counterdrug program in MER.

North Carolina Wing was recognized for having the top Aerospace Education program in MER.

Delaware Wing was recognized for having the top Cadet Program in MER.

The Carroll Composite Squadron of Maryland Wing was recognized as a Squadron of Distinction.

Congratulations to all of the award recipients. Well done.

Lt Colonel Tom Merrill
MER/CS

CPB 21 first to complete finance report

Congratulations to Coastal Patrol Base 21 for being the first unit in the Wing to complete their Year End Finance report and deposit their funds into the Consolidated Units bank account. Coastal Patrol Base 21 no longer has to spend their time filling out quarterly or year-end finance statements. In addition they have shown their leadership by submitting their Year-End Finance report AHEAD of schedule.

Unit Commanders and Finance Officers please remember that it is crucial for Year-End reports to be completed no later than 10 October. We will be visited by a representative from the Finance department of NHQ on 11 October. We need to have our Units' Year-End reports as complete as possible in preparation for that visit.

Thank you all for your professional approach to Civil Air Patrol in all that you do.

Rich
Rich London, Capt., CAP
NC Wing Finance Officer

Boone squadron sets new SLS attendance record

I want to let you all know that the Squadron Leadership School hosted by Boone Composite Squadron this weekend is now complete and it was a huge success! Over 27 participants and 5 additional instructors from all over this great Wing took part in the event. This was one weekend that will provide many NC members with the qualification they need to complete Level II and proceed to Captain.

Congrats and thanks to all those involved. More information and pictures to come later.
Seth Norris, 1Lt, CAP
SLS Director

Promotion in Group 2

Please join us at the Franklin County Composite Squadron as we congratulate Matt Mickelson on the completion of his Grover Loening Award and promotion to Major! Major Mickelson wears many hats at the Squadron, Group and Wing level and commits countless hours to CAP. As his Squadron Commander, I am proud to serve along side such a selfless individual.

Major Mickelson, you make NC-145 proud!

Shelley Chalmers, Capt, CAP
Commander
Franklin County Composite Squadron
MER-NC-145

Major Matt Mickleson (center) accepts Grover C Loening Award from Lt Col Roy Douglass as Major Toby Wall looks on.

Capt Shelley Chalmers and Lt Col Roy Douglass add new Major's rank insignia to Major Matt Mickleson (center)

NC WING CONFERENCE, 27-29 OCTOBER (Ya'll come)

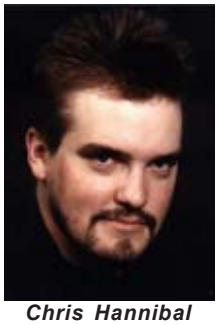
The North Carolina Wing Annual Conference and Banquet is scheduled for 27-29 October at The Village Inn Golf and Conference Center, Clemmons,North Carolina.

This years conference is going to be our best ever. Conference registration form and hotel information may be obtained from the NC Wing Web site. Confirmed as of today, VANGUARD INDUSTRIES will be on site. Vanguard is offering a pre-order program for our conference. Place your order direct with Vanguard Industries at cap@vanguardmil.com and they will deliver it at the conference. This is a great opportunity to save shipping charges. Deadline for all pre-orders is October 13, 2006 .

Pre-order forms and additional information will be on the Wing Web site soon. If you have received an attachment then the forms are attached. A Unit mailing with this information will be mailed this week.

Lots of great seminars are scheduled for Saturday afternoon.

Please plan to attend the banquet Saturday evening. Entertainment for the evening will be Magician Chris Hannibal. Hannibal@HEGMagic.com



Chris Hannibal

SEE YOU IN CLEMMONS!!

NC Wing Conference Seminars
October 2006

AE Seminars: - Maj Richard Harkness (POC) – three seminars

1. ***AE Teaching Aids*: Capt Dan Wishnietsky – 50 minutes**

A session on using interactive Internet sites to teach aerospace education. There are free sites that can be used for flight planning, the distances between cities, airport information, and other aviation activities. T he CAP sites can be part of this seminar along with sites sponsored by other organizations.

***2. Physics of air and weather* : Maj. Larry Woodrow – 50 minutes**

A session on the physics of air and weather, featuring hands-on demonstrations of pressure, temperature, density, humidity, and carioles force.

***3. AE Jeopardy* -** 50 minute session

Game in the Jeopardy format with AE-related answers.

Cadet Programs Seminar: - Maj Brandon Parks (POC) – two partial days

Chaplain/MLO: - Chaplain (Maj) Wayne Dyer

A session to assist attendees to review the "CAP Form 34 Chaplain Statistical Report Seminar" to (1) realize the importance of filing a report, (2) understand the different areas of the report that need to be completed when they fill theirs out each month, and (3) understand the different ways the report can be sent to the Wing Chaplain.

Critical Incident Stress Management (CISM): - Chap (Lt Col) Roger Medllin

ES Seminar: - Lt Col David Crawford (POC)

1. *General ES Update* - targeted toward ES officers and unit commanders, alerting officers, other interested personnel.

2. *SDIS/technology* - targeted toward operators and technologists, not the unqualified personnel.

Finance Seminar: - Capt Rich London (POC)

Submitting NC Wing Finance Paperwork for Units will review all of the paperwork procedures required for your Unit to deposit money into the Unit's consolidated bank account at Wing, submit check requests (to get our money) and understand the monthly financial report from Wing. We will cover what information should be on the Unit's final 173 finance report and there will be ample time for a Question and Answer session.

Personnel Seminar: - Lt Col John Smoot

NHQ CAP E-services website changes will help the member stay abreast of the many changes instituted at NHQ that affect the personnel aspects. Check out thisupdate on E-services. (Need internet access.)

NC Wing Conference Seminars (continued)

Communications Seminar: - Lt Keith Savoy (POC)

Hot Topics in CAP Communications: While not new to amateur radio operators, Phase-Shift-Keying-31Hz (PSK31) is a popular narrowband method of sending text traffic over a single RF frequency. Using 31 Hertz-wide'slots' located in the audio passband of transceiving equipment, learn how up to twenty independent operators may send and receive traffic simultaneously over a common channel, or a lesser number of operators might work traffic over a simultaneous voice net. Demo to be given by Lt Savoy.

Automatic Position Reporting System (APRS) is an automated method of reporting GPS positional data over VHF or HF frequencies. The use by Ground Teams or those personnel in moving vehicles and aircraft would enhance survey and SAR activities. Once enabled, APRS runs in the background and significantly eases the requirement of initiating manual status and position reports.

There is no formal program in CAP that covers the issue of Generator Safety. This session will elaborate on the current effort to consolidate and present training material covering the use and operation of portable and stationary electrical generators. It will include IC engine theory, basicelectrical theory, operator safety and a proposed qualification checklist. Graduates of the course would receive a 'GOA' card, similar to the ROA in use by radio operators. Presenters: Lt Col Craven, Lt Savoy,

Inspector and Legal Seminar: - Lt Col Keith Hodgin/Maj John Maxfield

What can the IG and JA do for you? The Inspector General and the Judge Advocate may be the functions within CAP most misunderstood by a majority of members. All too often it is thought that the IG and JA only become involved when there are allegations of wrongdoing on the part of members or CAP (and perhaps an individual member) has been sued. In reality the IG and JA are two of the most valuable resources available to CAP members on a wide variety of issues confronted by CAP commanders.

Operations Seminar: - Capt Sal Tripoli (POC) – 50 minutes

The year back and the year ahead will be a review of our accomplishments, of what was not accomplished, plans for 2007, and questions/suggestions.

Public Affairs Seminar: - Lt Col Tony Biondo (POC)

Review of updated versions of informational material such as where to send your PAO material, an NCWG unit PAO quick guide, updated NCWG Supplement to CAPR 190-1, the newly updated CAPR 190-1 and the NCWG online newsletter "Carolina Wingspan " will be covered. Hard copies of each will be made available at the seminar. Time permitting, other relevant PAO topics will be discussed. Most importantly, YOUR concerns will be heard and discussed.

Schedule of topics to be covered ...

1- Updated " Where to send your unit PA material ".
2- Updated " NCWG PAO Quick Guide ".
3- Updated " NCWG Supplement to CAPR 190-1 ".
4- CAP "The Volunteer" Magazine topic ideas.
5- NCWG "Carolina Wingspan" material submittal guidelines.
6- Revised draft copy of CAPR 190-1.
7- CAP "Wreaths Across America" program.
8- Recap of Tropical Storm Ernesto PAO efforts and the use of the MER Unified Wing PAO Disaster Reporting Initiative.
9- Update on NCWG PAO reporting requirements.

Professional Development seminar: - Lt Col Tom Weber (POC) – 50 minutes

Do you want to know about the *second* best kept secret of CAP? Are you NEW in CAP? Do you know how to become a Lt. Col? Join Lt Col Weber and Lt Col Douglass to get the answers.

Recruiting and Retention Seminar: - Lt Col David Ritter (POC)

Do We Get More Than Our Fair Share Of Nutcases in the CAP? Alternatively I could create a **new** presentation [flashy Powerpoints, of course] about recruiting new members.

Safety and Transportation Seminar: - Lt Dan McCollum (POC) – two 50-minute back-to-back seminars

1. Safety/ORM: - Lt Dan McCollum

Join us in the Safety session for a brief ORM overview followed by aviation ORM worksheets, ground team ORM work sheets, and then a hands-on team ORM project. After a brief introduction to ORM and the AESOP method that the NC Wing employs for ORM, we'll have a brief run through of the Aviation mission ORM worksheet followed by a Q&A period. The Ground team ORM worksheet will be examined followed by a Q&A period. For the "final exam", live weather data and "realistic" ASAR and ground team information will be given to the group. With this info, they will evaluate risk, based off of mission requirements, weather, and other factors to measure risk and determine go/no-go situations.

2. Safety, Transportation : - Lt Mary Sandlin

In the Transportation session, learn and study up-to-date van safety and the importance of doing our daily van inspections, why we must be sure to check tire pressure, and why we must ensure that our reports our done correctly, and submitted to Wing HQ on time.

VANGUARD Industries will be on hand and will deliver orders placed prior to October 13.

AEROSPACE Update

To all CAP members: You can participate in one of America's premiere aerospace education event — the 2006 National Conference on Aviation and Space Education. This year's NCASE will be held in Arlington, Va., Oct. 19-21. CAP members can learn from noted astronauts and senior educators. The Hangar Talk on Thursday evening on Oct. 19 represents a unique opportunity for all NCASE attendees to speak directly with aviation innovators and legends as they discuss flying and reflect on their past experiences. You won't want to miss astronauts Hoot Gibson and Buzz Aldrin; mechanical engineer and Wright Experience pilot Kevin Kochersberger; Gen. Gene Deatrick; and pioneer Mary Feik as they share their memories of A. Scott Crossfield. In addition, the NCASE planning staff encourages you not only invite a teacher from your community to attend NCASE, but to sponsor that teacher as well. Don't delay, register for NCASE! The $110 early registration rate ends this week, September 17th and will go up to $160 thereafter!Please click on the video link below to watch a short NCASE promotional video.mms://wm.vitalstreamcdn.com/civilairpatrolnhq_vitalstream_com/NCASE 2006.wmv

Its is my pleasure to announce that Capt Dan Wishnietsky has accepted the duty position of External Aerospace Education Officer with the NC Wing.

In this position Capt Wishnietsky will assist the DAE with promoting the External AE programs at workshops,seminars and Wing conference in addition to promoting AE courses and instructional materials to NC schools.

Capt Wishnietsky is an award winning AEO, a pilot , an educator by profession and will be valued addition to the NC Wing staff. His enthusiasm and desire to help Cadets learn will help take the Wing AE program to a higher orbit. Capt Dan is available to provide know how and other assistance to units in promoting AE in the schools and recruiting AE members. He can be contacted via email at : wishnietskyd@bellsouth.net.

Don't miss out on his AE Seminar at Wing Conference:

AE Teaching Aids:
A session on using interactive Internet sites to teach Aerospace Education.
Join me in welcoming Capt Dan to his new duty position
Major Harkness
DAE

PAO's Corner

WHAT: 2006 NCWG Conference PAO Seminar
LOCATION: The Village Inn & Conference Center - (North Room)
DATE: 28 October 2006
TIME: 1400 to 1450 Hrs
FROM: Lt Col Anthony Biondo Jr - PAO / NCWG
For schedule of topic to be covered please see Page 10

All PAO's PLANNING TO ATTEND SHOULD SEND ME AN E-MAIL BY 10 OCT 2006 SO I'LL HAVE ENOUGH HANDOUTS.

I encourage all unit PAO's to attend this informative seminar. If you are working on your CAP Specialty Training Track 201, and you should, this conference seminar counts towards a conference requirement. Bring your PAO Specialty Training Track and I will sign you off on that item. Also *I will be available for consultation after the PAO seminar is completed.*

tonybiondo@msn.com
Lt Col Anthony Biondo Jr
Public Affairs Officer
North Carolina Wing

Commo Corner

Thanks to Cadet Kelly Weeks CKH5736, who called one of the busiest nets I have heard in a long time, we have a report of those stations who checked in using emergency or alternate power sources. I have attached her neatly-done report to this message, but not without thanks to her for a job well done. There aren't many nets that have a _closing_ rollcall, are there?

As you can read for yourselves, attendance was high- much higher than my expectations, in fact. I was happy to learn which operators would go to the trouble of cranking a balky generator and running an extension cord through a window, or, in CKH423's case, using jumper cables so she could operate a heavy radio on the car seat beside her. Sorry about the broken nails, Ma'am..

Those of you who already operate from a marine battery and trickle charger didn't even notice the difference in your lives, eh? <hint>

I have to hand it to her and to you- this was a good simulation of the way things _could_ be someday. I'll bet more than one or two of you are now looking at buying marine batteries and chargers, getting your generator serviced, or setting aside a rotating stockpile of stabilized fuel. Maybe one or two of you have already found a suitable solar panel and controller on e-Bay. I hope this experience has generated as many ideas as it has kilowatts.

Weaning ourselves occasionally from the commercial power grid is a Good Thing(tm). Networks must remain viable, especially during those times when they are needed the most. In fact, if you'll review the six basic tenets of CAP communications, 'Reliability', 'Flexibility' and 'Survivability', take up half the space.

I hear about cellphones, and how useful they are- I hear it all the time. I even have one for my own use. But- how much trouble, and how wasteful is it, to fire up a 3000 watt generator to keep a cellphone charged, even if there is a chance of getting a useable connection? I wouldn't want to rely on a cellphone or any other single layer for communications- the whole idea is to have as many layers as possible, ignoring none, and enhancing all those communications layers that are available to us.

I'd like to thank those who participated last night, especially those who stayed for the final rollcall. We'll have more exercises like this, on a regular basis, and the rules _could_ change, so count on our nets to become more interesting, more realistic, and more challenging.

You all have my thanks.

1st Lt Keith Savoy
CKH4

CAP-BSA Campout

Cadets and senior leaders of the Raleigh-Wake Comp. Sqdn. braved the wilderness recently. Photos below by Maj Al Therriault.

CAP receives Summit Award (Reprinted from Air Force News)

WASHINGTON (AFPN) — The Civil Air Patrol received the prestigious Summit Award Sept. 20 for its Hurricanes Katrina and Rita disaster relief contributions.

This is the highest award the American Society of Association Executives and the Center for Association Leadership's Associations Advance America Committee present to organizations that implement new and innovative community-based programs.

CAP is one of six Summit Award winners for 2006. Winners were selected from more than 250 entries and from 50 Award of Excellence winners named earlier this year.

In September 2005, when Hurricanes Katrina and Rita ravaged the Gulf Coast, the volunteers of Civil Air Patrol sprang into action. CAP's goal was to save lives and provide disaster relief assistance wherever possible.

First, the CAP National Headquarters established a round-the-clock command post to coordinate flight crews and search teams with federal, state and local requests for aerial reconnaissance and rescue. In Louisiana, Mississippi, Alabama and Texas, 1,734 CAP members turned out to prep and deploy aircraft, communications equipment and supplies. Volunteers from as far away as Pennsylvania and Wisconsin came to support emergency management agencies and military elements responding to the crisis.

CAP volunteers used their intensive training to quickly provide digital photos of the damage. This imagery revealed the storms' impact and aided in the safe recovery of victims. In some cases, those surveying the damage were seeing the catastrophe's effect on their own homes.

On the ground, CAP volunteer ground teams went door-to-door through demolished neighborhoods to find trapped victims.

When all was said and done, CAP volunteers had surveyed 4,266 homes and made 8,524 contacts with people affected by the hurricanes. They flew more than 1,848 hours and contributed 35,495 hours of assistance to the effort.

"This award truly speaks to who we are and what we are all about as a volunteer organization, and I am delighted that this story is being told and honored in such a prestigious way," said Maj. Gen. Antonio Pineda, the CAP commander.

Submitted by Maj John Maxfield, NC-048

New Group 2 Personnel Officer

It is with regret that I have accepted Maj Joe Morris' resignation as Group 2 Personnel Officer. On behalf of Group 2 , I thank Maj Morris for his service to both Group 2 and for his contributions to the NC Wing. Maj Morris is a recent recipient of the "Meritorious Award" for his work last year with the SUI inspections. We wish him well in his next assignment.

Effective immediately Capt Shelly Chalmers will assume the duties of Group 2 Personnel Officer as an additional duty to her very successful command of NC-145 at Franklin County Composite Squadron. Please join me in congratulating Capt Chalmers on her additional assignment and please extend her your usual fine cooperation.

Toby Wall, Maj, CAP
Commander
Piedmont Group 2

Emergency Services: Ernesto wrapup

North Carolina wing flew 1 sortie yesterday in support of the State Department of Agriculture, to assess damage in the areas impacted by Tropical Storm Ernesto. A total of 4.5 hours were flown on this sortie. At this time we anticipate no additional formal taskings from the State or other agencies. I thank everyone for their preparation and willingness to respond. There were crews standing by to fly N716CP, N991CP, N916CP and N6006C if taskings required. The following personnel directly supported yesterday's tasking:

Personnel

Name (Last, First)	**Grade**		**Unit Duty ThisMission**
Crawford, David E	Lt Col	NC-001	C3
Hertzler, William R	CADET	NC-048	MRO
McElvaney, Brian F	CADET	NC-048	MRO
Strug, Dominic A	Lt Col	NC-801	MP
Tripoli, Salvatore	Capt	NC-001	MRO
Walters, Charles R	SM	NC-048	MRO

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DC

David E. Crawford, Lt Col, CAP
Director of Emergency Services, North Carolina Wing

Ernesto photos by: Martin A. Zaluski, DVM
Emergency Programs Division, NCDA&CS

Editor's note: Watch for an article in the Nov-Dec Volunteer of NC Wing's hurricane preparedness

Feedback from Mountain Fury Course

On behalf of Commander Robert H Bauer, I wanted to thank each of your who attended our mountain flying/search training this past weekend. While we here in Asheville appreciate the kind words we have received for this training, I must direct most of the thanks to you, the dedicated pilots of NCWG. You made the effort to trek on out our way and while for some it was a refresher, for many it was the first experience flying in a less forgiving environment. Safety is always primary as we perform our missions for America and it is this effort on your part that ensures that safety is achieved.
Thanks again for coming and for your dedication to aviation safety, professionalism and our Wing.

Joe Weinflash, CAPT, CAP
DCS/ESO
Asheville Composite Squadron/NC019

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The latest edition of Mountain Fury was a symphony of organization, cooperation and teamwork. We were fed, educated and treated like royalty...

The Mountain Flying was sensational. These guys know there stuff. I wish I knew all their names cause they had a bunch of folks working very hard to make this work.

Gary Lux was great(one of the most giving guys I know)....Brett McElhaney did a super job...Rich Auger was outstanding(he has more flight hours than the whole NC Wing put together), and last but not least JOE WEINFLASH. What a tremendous job of pulling it all together.

My apologies to all the folks whose names I don't remember....the wonderful lady doing logistics, fed us and made sure we had all we needed to the great guy who came to get us in the van Sunday morning from our hotels when he could have been sleeping.

A huge thank you to a great team.

David Rodwell, 1Lt
DCS Winston-Salem Composite Squadron NC-082

Final ES Closeout

During the period 1 October 2005 - 30 September 2006, North Carolina Wing prosecuted 84 actual missions, as shown in the table below:

Mission Type	# of Missions	# of Members	# of Aircraft	# of Sorties	# of Hours	# of Saves	# of Assists
AFA	2	7	3	3	5.7	0	0
DR	1	6	1	1	4.5	0	0
HS	1	5	1	1	7.3	0	0
SAR	80	652	48	77	160.3	0	0

Lt Col David Crawford
NCWG Emergency Services Officer

Fuel School (Reprinted from the AOPA Pilot)

A crack Army Reserve helicopter pilot got checked out in a Mooney. On his first trip, he nearly ran out of gas long before reaching his intended destination. The pilot, who until then had flown only turbine helicopters, had not been taught how to lean the mixture in a piston-powered airplane. In cruise flight he left the mixture in the full-rich takeoff position, which meant the engine burned 25 to 30 percent more gas than if he had leaned. It was an unforgettable lesson in fuel management.

The term fuel management sounds pretty officious when applied to a light, single-engine aircraft. What's to manage? Take off with the tanks full, and land before they are empty. Sounds simple, but there's more to it than first meets the eye. In fact, when we sign up for primary flight instruction we also enroll in Aircraft Fuel Management 101. And, like the business school frosh destined for an MBA, we need to acquire more sophisticated fuel management skills as we progress into more sophisticated aircraft.

Fuel school includes classes in three basic subjects: the fuel system, aircraft performance, and weight. Systems class begins with the preflight inspection - physically looking in the tanks to confirm that there is enough fuel for the mission, and draining the sumps to check for water contamination and ensure that the tanks do indeed contain avgas and not jet fuel. The systems class also covers the fuel selector, fuel quantity gauges, and the auxiliary fuel pump if the airplane is so equipped. The simplest fuel selector has a Both position, meaning that the engine draws fuel from both the left and right tanks at the same time. However, you can correct an imbalance - when one tank has more fuel than the opposite tank - by moving the selector to the fuller tank until the balance is restored. If the selector does not have a Both position, basic management technique calls for taking off and landing with the selector set to the fuller tank. In flight, use the selector to maintain an approximate balance between the left and right tanks.

The lesson to learn about fuel quantity gauges is to treat them with skepticism. Experience in the airplane will tell you if the gauges are anywhere close to being accurate. Experience also teaches that the best fuel quantity gauge is a clock. Once you learn the fuel consumption habits of a particular airplane in climb, cruise, and descent, you can use a clock to accurately determine fuel used and fuel remaining - provided that you know how much fuel was in the tanks when you started the engine. Proper use of an auxiliary electric pump is another fuel management issue.

A simple high-wing single may employ gravity as an infallible alternative to an aux fuel pump. Its low-wing counterpart, however, needs the help of an aux pump in the event that the engine-driven fuel pump fails. Normally, an aux fuel pump is switched on for engine start, takeoff, initial climb, when switching tanks in cruise flight, and during approach and landing, but there may be other situations when it is needed. Check your management textbook - the pilot's operating handbook - to find out what those may be for the airplane that you fly.

Performance-based fuel management begins with leaning the mixture. Leaning is done to achieve a fuel/air ratio that results in optimum combustion, horsepower, and fuel economy for a given density altitude and throttle setting. Leaning may not be much of an issue on local training flights, but it's a basic fuel management task on cross-countries, especially when cruising at altitudes above 3,000 feet and when taking off in high-density-altitude conditions. The POH is the basic text for learning how to lean. A flight instructor experienced in the airplane ought to be able to provide useful insight on various leaning techniques and their effect on performance and fuel consumption.

Weight-based fuel management comes into play when the weight of people and bags - the payload - combined

Continued from Page 16

with the weight of the fuel exceeds the allowable useful load of the airplane. In that case, you have two choices: take off with less than full fuel, or reduce the payload. Obviously, it pays to do the fuel weight and payload planning before going to the airport. It's a hassle to have to offload fuel or, worse, pick someone or someone's bags to leave behind on the airport ramp.

Fuel management gets more interesting as you work your way up the ladder in terms of aircraft complexity, weight, and performance. For example, if the airplane has been modified with optional auxiliary tanks, you'll need to carefully study the flight manual supplement to learn how to manage the fuel. The aux tanks may deliver fuel to the main tanks or the engine-or both at the same time. Obviously it's important to know which, and how and when to select certain tanks.

One popular fuel system option in higher-performance airplanes is a fuel totalizer. When teamed with a GPS, these electronic devices typically provide all kinds of useful fuel management information - real-time fuel flow, fuel used, fuel remaining, gallons remaining at destination, endurance, and so on. The Achilles heel of most units, however, is beginning fuel quantity. It's up to the pilot to program the device with the exact amount of fuel in the tanks. If you don't get that figure correct it means that all quantity-based calculations performed by the totalizer will be inaccurate. Garbage in, garbage out. Avoid managing garbage by studying the flight manual supplement for the fuel totalizer and paying close attention when the airplane is fueled.

The worst that can happen to a failing business manager is to get the old heave-ho from the boss. A business school student who doesn't cut it gets a failing grade. The potential consequence for a pilot who mismanages the on-board fuel supply is far more serious than a simple firing or failing grade. Do the homework, pay attention in class, and you'll pass with flying colors every time.

Mark Twombly is a writer and editor who has been flying for 35 years. He is co-owner of a Piper Twin Comanche and recently obtained his commercial multiengine rating.

By Mark R. Twombly

Messages from NCWG PAO

Wreaths across America program

To all NCWG members:
After reviewing this free program, I suggest that every unit that is located near a Veterans Memorial Cemetery or Veterans Memorial, participate and make contact with the project officer. I will be forwarding another e-mail message I received concerning this program. Please consider participating. For more information or if you missed the original e-mail please contact Lt Col Anthony Biondo Jr, Public Affairs Officer, North Carolina Wing: **tonybiondo@msn.com**

CAP to celebrate 65th anniversary

Recently received information from National HQs of the new CAP 65th Anniversary Planning Guide is available in both Word and Acrobat formats. Please use the guide as you prepare activities to celebrate our 65th birthday as CAP.

National HQ is requiring all Wing PAO's to report how many units received this guide. Please acknowledge if you received my is e-mail, send me a short note - not attached to this message of course - that you did receive it. I need to hear from you no later than 2 October 06. This is very important !!!
My e-mail address is : tonybiondo@msn.com
Thanks,
Lt Col Anthony Biondo Jr
Public Affairs Officer
North Carolina Wing

Retired AF General speaks to local squadron

On August 31, 2006 Lieutenant General Thomas C. Waskow, U.S. Air Force retired spoke to a group of U.S. Air Force Auxiliary, Civil Air Patrol officers and cadets of the Iredell Composite Squadron about his career in the U.S. Air Force.

A 1970 graduate of the U.S. Air Force Academy Waskow served as a forward air controller and instructor pilot early in his career. During the Vietnam War he was assigned as a forward air controller at Ban Me Thout and Tan San Nhut, Vietnam, where he flew 282 combat missions. He was selected to fly the F-15 Eagle early in its operational deployment and he has flown all models and variants of the air-to-air F-15. During his career he flew over 27 different types of military aircraft from several nations.

Upon his retirement from the Air Force in April 2005, General Waskow was the Commander of U.S. Force Japan and Commander of the Fifth Air Force based at Yakota Air Base Japan. In these two command positions he was the senior United States military representative in Japan and commander of all U.S. Air Force units in Japan. Prior to this command he was the Director of Air and Space Operations, Headquarters Pacific Air Forces.

A command pilot with more than 4,700 flying hours including 904 combat hours and 2,200 hours in the F-15 Eagle, General Waskow earned the Defense Distinguished Service Medal, the Distinguished Service Medal, the Defense Superior Service Medal with two oak leaf clusters, the Legion of Merit and the Distinguished Flying Cross with "V" device and two oak leaf clusters.

General Waskow spoke of working with the Japanese Air Defense Command and its senior leaders. Under General Waskow's command the practice of dissimilar aircraft training was implemented to strengthen both American and Japanese pilot's abilities. He also spoke about the culture differences between the American and Japanese people, how the Japanese people view the Japanese military, and the differences in thought between the United States and Japanese military doctrine.

General Waskow also discussed differences between the cold war and the war on terror. He related that during the cold war the opposing forces both respected life and also respected each other's capabilities. Now during the war on terror we are faced with an opponent that has a lack of respect life and for diversity, added Waskow.

When asked what advice he would give to young people General Waskow responded that he had three pieces of advice he would give them. First, is to have integrity. "The most important thing for our young folks is to have their own sense of integrity." Second, was "service above self". General Waskow explained that is really something special to be apart of something bigger than you. And the third piece of advice was "excellence in all that you do. Set standards for yourself and except anything less than one hundred percent." General Waskow challenged the cadets in the audience stating, "Our generation did our best, and soon it will be your turn."

1Lt Jim Mixson - Public Affairs Officer
Iredell Comp. Sqdn.

Change is good

"I like spring, but it is too young. I like summer, but it is too proud. So I like best of all autumn, because its leaves are a little yellow, its tone mellower, its colors richer, and it is tinged a little with sorrow…its golden riches speak not of the innocence of spring, nor the power of summer, but of the mellowness and kingly wisdom of approaching age. It knows the limitations of life and is content."
-Lin Yutang (Chinese writer 1895 – 1976)
The insightful prose of Mr.Yutang regarding the season of autumn had me thinking about the changing seasons in anticipation of the approaching season of fall. Living where we do we are blessed with dramatic seasonal changes, even if it means a one to two hour flight to see them. Somehow nature, through the will of our Creator, makes the transitions almost effortlessly, one season seamlessly blending into the next. This made me wonder what we can learn from the changing seasons?

The first lesson we can learn is that of *adapting* to change. The season of spring doesn't resist the showers, nor does the season of winter resist the snow, sleet and freezing rain. The plants and animals prepare and adapt for the changes, and in doing so, they survive. Why weren't we humans endowed with more of a survival instinct? Through my lifetime there have been many changes. Changes have occurred in family, employment and available resources to name a few. Some changes have been positive, some not, but regardless, it is important that we have the ability to adapt to various changes that come our way.

A major change in my life occurred back in January of 2005 when I strolled into the General Aviation Terminal looking for an outfit called Civil Air Patrol. You might say I was driven to find something that would bring about change in my life—something better than staring blankly at a TV screen night after night. I found change because I was willing to change my ways.

Another lesson the seasons can teach us is the principle of sewing and reaping. The autumn, or fall, is a time of harvest. The farmer plants his crop in the spring, tends to it throughout the summer heat, and reaps the rewards in the fall. However, would the farmer expect to have a harvest if he did not plant any seed? There isn't much of a market for weeds. But the principle is that whatever seeds the farmer plants are what he will harvest in the fall. If he plants corn, he will have a crop of corn, not wheat. The same is true within our lives; if we plant no seed, we will have no harvest, and if we plant seed, whatever seed we plant, that is what we will reap.

One definition of talent is: "Natural mental, creative or artistic ability." I've heard many say that they are not talented. Hogwash! Maybe you don't feel confident in smearing oil on canvas or playing the violin. Maybe you feel inadequate when speaking to a group. Maybe you don't seem to have the right words to put into a novel. But my friends, you do have talent … you demonstrated it when you filled out a CAP membership application. If you haven't found your niche yet, be confident that you will.

Another principle of the seasons is that what is planted must be tended to and cultivated in order to reap the maximum reward. From a training perspective, we may have had training courses in Mission Scanner or Observer or any of the other exciting tasks offered to us, but without cultivation (practice, experience, additional training, and updated information) the benefit and rewards of that training diminish over time. If, however, we compound that training with practical experience and review of the materials, seek out additional related courses, conduct research into advanced principles, and stay current with field and academic developments, the rewards will be compounded.

As the seasons unfold, nature adapts and survives. I think of myself as a survivor. As I stood in the foyer of the Raleigh-Wake headquarters I read the inscriptions on the trophies and plaques. Good people, dedicated people were responsible for those awards being there. On the way home that night with application and fingerprint card beside me I began to set goals. Some I've achieved, some still tempt me.

Autumn this year joined us with clear skies and a little chill in the morning air. My mother used to say that autumn was a melancholy time. "Things all around are dying," she said. Yes, things die but Nature makes a promise to us as the seasons change. "Watch what I have in store for you a little later on." Change is good!
A very wise man once said, "It is better to be remembered for having done something than to be forgotten for doing nothing."

1st Lt Don Penven
(with some help from Sgt Wes Clark, CT State Police)

Refresher...

AIM: 4-3-23. Use of Aircraft Lights

a. Aircraft position lights are required to be lighted on aircraft operated on the surface and in flight from sunset to sunrise. In addition, aircraft equipped with an anti-collision light system are required to operate that light system during all types of operations (day and night). However, during any adverse meteorological conditions, the pilot-in-command may determine that the anti-collision lights should be turned off when their light output would constitute a hazard to safety (14 CFR Section 91.209). Supplementary strobe lights should be turned off on the ground when they adversely affect ground personnel or other pilots, and in flight when there are adverse reflection from clouds.

b. An aircraft anti-collision light system can use one or more rotating beacons and/or strobe lights, be colored either red or white, and have different (higher than minimum) intensities when compared to other aircraft. Many aircraft have both a rotating beacon and a strobe light system.

c. The FAA has a voluntary pilot safety program, Operation Lights On, to enhance the *see-and-avoid* concept. Pilots are encouraged to turn on their landing lights during takeoff; i.e., either after takeoff clearance has been received or when beginning takeoff roll. Pilots are further encouraged to turn on their landing lights when operating below 10,000 feet, day or night, especially when operating within 10 miles of any airport, or in conditions of reduced visibility and in areas where flocks of birds may be expected, i.e., coastal areas, lake areas, around refuse dumps, etc. Although turning on aircraft lights does enhance the *see-and-avoid* concept, pilots should not become complacent about keeping a sharp lookout for other aircraft. Not all aircraft are equipped with lights and some pilots may not have their lights turned on. Aircraft manufacturer's recommendations for operation of landing lights and electrical systems should be observed.

d. Prop and jet blast forces generated by large aircraft have overturned or damaged several smaller aircraft taxiing behind them. To avoid similar results, and in the interest of preventing upsets and injuries to ground personnel from such forces, the FAA recommends that air carriers and commercial operators turn on their rotating beacons anytime their aircraft engines are in operation. General aviation pilots using rotating beacon equipped aircraft are also encouraged to participate in this program which is designed to alert others to the potential hazard. Since this is a voluntary program, exercise caution and do not rely solely on the rotating beacon as an indication that aircraft engines are in operation.

e. At the discretion of the pilot-in-command turn on all external illumination, including landing lights, when taxiing on, across, or holding in position on any runway. This increases the conspicuity of the aircraft to controllers and other pilots approaching to land, taxiing, or crossing the runway. Pilots should comply with any equipment operating limitations and consider the effects of landing and strobe lights on other aircraft in their vicinity. When cleared for takeoff pilots should turn on any remaining exterior lights.

Say again ...please!

Cessna123: Cessna123 ready to go Runway 19.
Tower: Hold short for traffic on final.
Cessna123: Ready to go 19.
Tower: I already told you to hold short.
Cessna123: Do you want me to take the runway?
Tower: If killing yourself and others is at the top of your agenda today, I'd rather you did it somewhere other than Runway 19, just now.
Cessna123: Hold short Runway 19.

Raleigh-Wake hosts AE Training Day

The NC Wing completed another round of training for AE Officers on Saturday 30 September 2006. Eight Officers from 4 units and a CAP USAF visitor attended the AEO School hosted by Raleigh Wake Composite Squadron . The schools host, Lt Glen Stewart coordinated the activity at the General Aviation Terminal where AE was the topic of the day.

The Fayetteville Composite squadron showed up in force *(as always) ,* and Major Larry Woodrow from Boone Composite along with Lt Eric Orgain from Winston-Salem Composite shared their experiences & expertise in the Model Rocketry Program . All returned to their home area ready to spread AE through the land.

My thanks to Lt Stewart and NC-048 for hosting the event and to the members and guest TSgt Randy Dean who spent their Saturday at another AE experience !

Come on out to the Wing Conference break out session at 15:00 in the Lexington room and see Major Woodrow's demonstration of pressure & temperature using a secret rocket design.
Major Richard Harkness
DAE

Let's blame it on the Constitution

We Americans have more freedoms when it comes to general aviation than any other country in the world. We can trace these freedoms back to our U.S. Constitution. Ultimately, when some jughead drills a smoking hole in the ground with an airplane, we can blame it on our founding fathers!

As absurd as this sounds, our deplorable fatal accident rate IS caused by the freedoms we GA pilots enjoy to come and go as we please in our airplanes. We have no supervisory oversight as is found in Part 121 and 135 operations. We are exempt from regulatory takeoff minimums, and we can shoot our instrument approaches regardless of the reported weather, again unlike our airline and corporate brethren.

We can stick up our noses at any notion of recurrent training. And we can shop around until we eventually find a friendly CFI to pencil in a required flight review in our logbooks. These are freedoms endowed to us as Americans.
Never piloted an airplane before? Sign up for just 20 hours of flight instruction and you can command a light sport, two seat airplane high over big cities. Health issues? No problem . . . if you can drive a car, you're good to go in light sport.

Is this bad?

No, this is not bad. Our freedoms were bought and paid for by our nation's veterans. These freedoms include our right to operate privately owned airplanes. As long as we do this safely and responsibly, our freedom to fly will remain intact.
But when we abuse this privilege through incapacity, oversight, or neglect, society will place serious restrictions on our freedom to fly. Surprising to many, we are only a hair-trigger away from wholesale restrictions on general aviation. Let one of our five daily crashes take out a packed elementary school, a busy shopping mall, or a government office building, watch the hammer fall! In-flight collision with airliner? Whoa! Not even AOPA's Phil Boyer and his powerful political weapons can save the day for GA.
Alarmist point of view? Watch and wait!

Who's to blame? You and I are.
Fly Safe!

Bob Miller, ATP, CFIIBuffalo, NY