



NORTH CAROLINA WING
CIVIL AIR PATROL
US AIR FORCE AUXILIARY

Carolina Wingspan

MAY 2007

MER Commander's Commentary

Dear Member,

It's been a memorable year. Last weekend we met to celebrate the accomplishments of members across MER—and there are many.

Five of the Wings in MER are among the top ten Wings nationally in aircraft hours, and every Wing in MER is in the top half. Cadets throughout MER are progressing through the Cadet Program to the highest levels. Individual Squadrons and Wings are participating in aerospace education activities. As I pointed out at the conference, when preparing my speech I did not need notes. The accomplishments of MER are written on the faces of the members.

Accomplishments are written in the faces of members like 2nd Lt Victoria Peters of the Maryland Wing. 2nd Lt Peters is the supply officer. With several of her colleagues, she cleaned out the garage at MDWG HQ of years of rotting clothes, outdated supplies, and all the other various things that accumulate. After providing a thorough cleaning and arranging shelves, 2nd Lt Peters now opens the supply store on Saturdays so that members can get uniforms, boots, and a number of other items available through supply.

Accomplishments are written on the faces of members like Lt Col Warren Vest of the Virginia Wing. Lt Col Vest designed and piloted the Wing Banker Solution resulting in the very first unqualified audit of a Civil Air Patrol Wing. Over 50% of CAP Wings now use the Wing Banker Solution.

Accomplishments are written on the faces of members like C/Col Jake Reed. C/Col Reed served as the Chairperson of the MER cadet Advisory Board and the commander of the 2006 and 2007 MDWG Drill Teams. This summer he is learning to fly.

Accomplishments are written on the faces of members like Lt Col Pam Landreth-Strug of the North Carolina Wing. Lt Col Strug served as the advisor to the 2006 MER Drill Team and the 2007 MER Color Guard.

Every face at the conference and every face throughout MER tells a story of accomplishment. Middle East Region does great things not because of what I do, but because of what you do. Thank you.

Regards,

KAY JOSLIN WALLING, Colonel, CAP
Commander, Middle East Region

Carolina Wingspan is publication of the North Carolina Wing, Civil Air Patrol, Wing Headquarters, P O Box 2082 Burlington, NC 27216-2082. The opinions expressed herein are those of the individual contributors and may not reflect the opinions of Civil Air Patrol or its leadership.

FALLEN HEROS

It is with great sadness that I announce the passing of Lt. Col. Leslie W. Patton, CAP Ret, brother of Lt. Col. Helene P. Edwards. Lt. Col. Patton was a member of the Hickory Composite Squadron for over 20 years.

**Wes Surratt, Lt Col, CAP
NC Wing Vice Commander**

Blue Angel crashes; pilot killed

A Blue Angel pilot crashed while performing at an air show at Marine Corps Air Station Beaufort, SC. The pilot was killed in the crash, according to the Beaufort County Coroner’s Office. Though initial reports said the plane hit a pine tree or power line, other witnesses said the jet was in total control before it plummeted below the treeline at about 4 p.m.

A portion of the F/A-18 Hornet traveled another block before crashing near a heavily populated area off Laurel Bay Road near Shanklin and Pine Grove roads. Parts of the plane hit several houses, according to witnesses. Reports and witnesses said that it was Blue Angel No. 6 that crashed. The No. 6 plane is piloted by Lt. Cmdr. Kevin Davis of Pittsfield, Mass.

The pilot of the jet was joining the “Delta formation” for the final maneuver of the aerial demonstration when the crash occurred, according to a release from the Navy. It was the pilot’s second year on the team and his first year as a demonstration pilot.

Lieutenant Commander Kevin Davis was a native of Pittsfield, Massachusetts, and graduated from Reading Memorial High School in 1992 where he played football and **was active with the Civil Air Patrol**. He attended Embry Riddle Aeronautical University, earning a Bachelor of Science degree in Aeronautical Science with honors in 1996.

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Don’t do nuthin’ stupid

NC Wing finds missing aircraft near NC/VA border

Raleigh, NC - On April 17, 2007, the Air Force Rescue Coordination Center alerted the North Carolina Wing of Civil Air Patrol to assist in searching for a missing aircraft and pilot in the vicinity of the North Carolina-Virginia border near Danville, Virginia. After an aerial search, a CAP aircraft and aircrew located the downed aircraft.

The aircraft departed Wednesday afternoon from Pilots Ridge Airport near Wilmington, NC bound for Danville, VA. The aircraft did not arrive at its destination and family reported the pilot overdue to the FAA. The North Carolina Wing, Civil Air Patrol, in a coordinated joint operation with the CAP Virginia Wing, Caswell County Emergency Management, the Caswell County Sheriff's Office and the Yanceyville and Providence Fire Departments, conducted air and ground searches in the area of Yanceyville, NC.

At approximately 10:30 a.m. local time a CAP aircraft with an aircrew consisting of pilot, Lt. Col. Dominic Strug, and mission observer, Capt. Dion Viventi, located the downed aircraft near Yanceyville, NC in a wooded area adjacent to Farmer Lake. The CAP aircrew directed CAP ground teams to the site. The aircraft wreckage was located in a debris field approximately 300 yards long and 25 yards wide. Preliminary examination of the crash site indicated there were no survivors and one fatality was transported to the Medical Examiner's Office in Chapel Hill for Identification. Release of the identity of the fatality was withheld pending notification of family. The FAA was notified and Caswell County Sheriff's Office personnel secured the crash site.

Major John Maxfield, Mission Information Officer



Yanceyville crash site. Photo by Capt. Dion Viventi

NC Wing scores “Excellent” in SAREVAL

I am pleased to report that at the conclusion of the 2007 CAP-USAF Evaluated Search and Rescue Exercise, I was informed by Lt Col Rich Guilford, the Evaluator In Charge, that the wing had received the grade of EXCELLENT overall on the SAREVAL. I would like to thank every member who participated, and stepped up to show what the wing is capable of doing. As we have grown accustomed to seeing, the predicted weather forced us to adapt and improvise to complete the many and varied tasks being given to us as part of the mission scenario.

The results received during this evaluation are the direct result of the hard work and planning of my senior staff, and their staffs. The senior staff for this mission were:

Incident Commander - Lt Col David Crawford
Agency Liaison - Lt Col Wes Surratt
Safety Officer - Maj John Maxfield
Ops Section Chief - Lt Col Jeff Willis
Plans Section Chief - Lt Col Bill Hawke
Logistics Section Chief - Lt Col Bob Bauer
Finance Admin Section Chief - Capt Rob Mason
Air Operations Branch - Capt Joe Weinflash
Ground Branch - Capt Andy Wiggs
Information Officer - 1st Lt Don Penven
Medical Officer - Lt Col Leslie Ingram
Flight Line Supervisor - Lt Col Roy Douglass
Comm Unit Leader - 1st Lt Keith Savoy

I would also like to thank Major Toby Wall who stepped quickly into the role of Family Liaison in the absence of a mission chaplain. The State Director, Lt Col Al Johnson, and the Wing Administrator, Kathy Gaddy were also present to assist us throughout the exercise.

We flew all 7 of the aircraft that were available to be flown on this exercise. A total of 20 sorties were flown between Friday and Saturday.

The Air Force specifically called out the following areas of our operation for commendation during the outbriefing: The Flight Line led by Lt Col Douglass, Communications led by 1st Lt Keith Savoy, Ground Operations led by Capt Wiggs, and the aircrews who met every challenge placed on them particularly in terms of Weight and Balance exercises. In the case of both the Flight Line and Communications, this represents significant improvements over the ratings received in these areas in previous evals or observed exercises.

We were presented with a wide variety of scenarios including DR (imaging, recon, assessment), SAR(multiple ELTs, missing aircraft, missing person). We were given a specific time on target to meet on one sortie and the crew led by Capt Max Nouredine in N716CP met that deadline with flying colors.

On behalf of Col Ragland I would again like to thank everyone who participated in the exercise.

Lt Col David E. Crawford
NC WG Director of Emergency Services

Air Operations



Continued next page ...

SAREVAL 2007 Photos



Lt. Col. Guilford, USAF, introduces inspection team



Cadet Robert Dalms gives weather safety briefing



Capt. Andy Wiggs (blue field uniform) briefs ground teams



1st Lt Keith Savoy works on member's HF radio as Cadey Hoffer looks on

Photos by 1st Lt. Don Penven

Capt. Nouredine comments on record flight

I would like to highlight the following:

- The safe environment that prevailed around that SAREX, which allowed us to conduct this mission safely and effectively.
- The excellent ES training that we receive in this wing, which enables us to conduct such high intensity training and prepares us for real life missions.
- The outstanding ground support/air and ground ops. that played a key role in launching us on time to reach the target.
- The use of the G1000 system in flight planning and how it can be used very effectively in achieving accurate time-over-target mission objectives.

I would like to share this with the wing staff too, as my comments reflect the team effort that went into the success of this flight.

Maher "Max" Nouredine, Capt. MP
Shannon Dean, 2LT, MO
Timothy Tessin, Capt. MS and SDIS operator

Golden Eagle cadets take “O” rides on C-130

Early this morning nine (9) Cadets and one (1) senior member of the Golden Eagle Composite Squadron , The Rowan County unit of the Civil Air Patrol gathered in the parking lot of Wal-Mart and after an inspection of uniforms and ID cards, they boarded the Squadron Van for the trip to Charlotte, NC and Headquarters for 145th Air Lift Wing of the NC Air National Guard.

Upon arriving at the NCANG operations building we were briefed by the base commander. And told that there was a weather problem (altitude turbulence) that was supposed to clear up. So we were taken on a tour of one of the aircraft and its parts and functions were explained by Load Master- M/Sgt. Pennie Brawley who stayed with us the entire time and answered all of our questions.

About 12:00 Hrs. the weather cleared and we got the go ahead for the mission. We boarded the C-130 aircraft and they opened the rear loading gate and a Medical Evacuation team started loading their equipment and simulated wounded victims on stretchers aboard. They asked the Cadets if they wanted to participate and of course they all raised their hands. It was to be a training mission for the medical team . What a wonderful added bonus.

We took off on a four hour training mission. Two Cadets were allowed on the flight deck (cockpit) at a time even on take off and landings. They wore head phones and listened to the communications on board and externally. Five of these new cadets were from Nazereth Children’s Home and had never flown before. They took turns, two at a time, while the others took blood pressures, etc. We were served lunch laid out on a stretcher.

We flew south to Florida and then turned north along the east coast to Norfolk Va. where Navigator 1st/Lt. Matthew O Bonivtch pointed out two Aircraft Carriers below. He also explained that he had been trained on 1950 equipment (Loran & Shoran) It was the latest NAV- AID when I flew during the Korean war. Of course his equipment was the latest Hi Tech of today which he explained, some of which I understood.

We turned south/west at Norfolk Va. and headed home. The Cadets asked a million questions and the Pilots and the crew answered most of them . So much was going on that I didn’t get every one’s name. I want to thank the flight crew and the medical team and especially, 1st.Lt. Matthew Bonivtch, M/Sgt. Pennie Brawley, and A/IC Ashley Able.

For me, It was a trip back into the past, when I flew in the Korean War. (still a pilot, I was in dog heaven) What a great day and what a great crew.

James P. Williams - Capt., CAP
Golden Eagle Squadron, NC- 142
Civil Air Patrol
704-633-9118 jpbwt@aol.com



From “Over the Airwaves”

NTSB Report Witness Statement:

“Witness stated the airplane was observed on approach for runway 28 at Statesville (NC) Regional Airport. The airplane came out of the clouds in the vicinity of taxiway D and continued over the runway to taxiway F.”

“An increase in engine power was heard and the airplane started a right turn and entered the clouds. The airplane was heard north of the airport and was observed again on the south side of the runway traveling from southeast to the northwest located just below the clouds, and crossed runway 28.”

“The airplane entered the clouds and came out of the clouds north of Aviation Drive. The witnesses observed the airplane make a sharp bank to the right estimated at a 45-degree angle of bank followed by a 45-degree left bank.”

“The nose of the airplane was observed to pitch down and the airplane collided with trees and the ground.”

From OTA

Here’s a little more about the pilot . . .

According to the NTSB accident report, the pilot had previously received three days of factory Cirrus SR22 flight training. During this training, the instructor pilot wrote in his daily notes that “The pilot did not fly consistently to the performance standards. The pilot was behind the airplane and general finesse was lacking.”

As such, the pilot did not receive a final evaluation flight and was not awarded a completion certificate. The pilot did receive additional flight instruction after returning home from his flight instructor who attended the SR22 training with him.

A review of the pilot’s logbook revealed that his last instrument flight occurred four months prior to the accident on June 26, 2006. His last six instrument approaches were flown with a CFI 5 months and 26 days prior to the accident on May 1, 2006.

These instrument approaches were conducted in simulated conditions.

Okay, so what happened?

For starters, the NTSB ruled that the probable cause of the accident was as follows:

“The pilot’s failure to maintain airspeed while maneuvering with a low ceiling in instrument flight conditions, resulting in an inadvertent stall, and collision with trees and the ground.” “Factors in the accident were the pilot’s failure to follow the published missed approach procedures, and the airplane’s checklist procedures for a balked approach.”

Group 3 members meet in Greenville



Capt. Linda Eldredge, PAO for CPB21, advises that 17 members of NCWG’s Group 3 attended a meeting recently held in Greenville. Some of the attendees included Col. Larry Ragland, Lt. Col Jerry West, and Maj. Fred Eldredge.

“It was a good meeting and accomplished a great deal,” Capt. Eldredge said



Photos by Capt. Linda Eldredge

Carolina Wingtips

Special Posting from NC-048: Please mark you calendars now with the following dates:

1) May 8th. The Second Tuesday of May. This will be the Cadets Safety Day. The Spring Safety Blitz is upon us and ALL Raleigh-Wake Cadets are REQUIRED to be present. Failure to be at the meeting will effect the status of your next promotion.

2) May 12 Saturday Wings over Wayne Air Show at Seymour Johnston AFB. We have one aircraft that is scheduled for a static display and will need to be flown in on Friday. If you are a cadet that would like to have a o-flight into SJAFB when we reposition the aircraft, you better be studying your Leadership and AE textbooks. Let you Flight Sergeants know you want to flight. Selection(s) will be based on testing scores, PT scores, and military bearing.

3) June 1 - 3 The first weekend on June. Special Olympics of NC Summer Games. We need van drivers, and communicators. We will be scheduling a Basic Radio Operators class soon.

Those are only a few of the exciting things coming up this Spring. Don't forget to get your application in for Summer Encampment: **June 23 thru the 30th.**

Maj. Al Therriault CAP
Deputy Commander for Cadets
Raleigh-Wake Comp Sq
Civil Air Patrol

FROM: HQ NCWG DOS
TO: HQ ALL NCWG
SUBJECT: AWARD OF DISTRESS FIND RIBBON
BK

1. ANNOUNCEMENT IS MADE OF THE AWARD OF THE DISTRESS FIND RIBBON ON AFRCC MISSION 07-M-0531 ON APRIL 12 2007 TO THE FOLLOWING MEMBERS:

LT COL DOMINIC STRUG HQ MER
CAPT DION VIVENTI HQ NC-048

2. CONGRATULATIONS ON A JOB WELL DONE
BK

Congratulations to the following NCWG members on being awarded recognition from MER:

C/Col Ryan Strug MER Cadet of the year
Major David Bobbey MER Senior Chaplain of the Year
Major Craig Richardson MER ES Officer of the Year
1Lt Keith Savoy MER Communications Officer of the Year
Captain James Williams MER AE Officer of the Year

These are outstanding accomplishments, and I am very pleased to see this recognition from MER for these members. Please join me in giving your congratulations to these members. If these members would please contact me and let me know if they will be attending the MER conference this weekend, I would appreciate it.

Again, GREAT JOB NCWG!!!
Larry J. Ragland, Colonel, CAP
NC Wing Commander

NTSB Reports

Washington, DC - National Transportation Safety Board Chairman Mark V. Rosenker today told a gathering of airport executives that prompt action is needed to prevent potentially catastrophic accidents on the nation's runways.

Speaking at a conference on new developments in airport technology, jointly hosted by the American Association of Airport Executives and the FAA, in Atlantic City, NJ, Rosenker noted that the worst accident in aviation history was a runway collision that cost 583 lives, and that the number of serious runway incursions continues to climb.

He pointed to several recent near-collisions that were avoided only "through flight crew actions sometimes bordering on the heroic - along with a lot of luck. That is not good enough," he said.

Rosenker stated that airport surface operations present some of the most challenging situations for pilots and controllers, and in many cases leave the least room for error. The potential for traffic conflicts, he said, are exacerbated by the numbers of ground support vehicles, including maintenance vehicles, baggage carts, catering trucks, fuel tankers, snow plows and other ground traffic vying for space on a busy airport.

"In the air," said Rosenker, "we try to maintain miles of space between aircraft. But on the tarmac, taxiways and runways, the tolerances are comparatively small; the difference between being in a safe place and an unsafe place is measured in feet, not miles."

Rosenker said that the hazards of airport surface operations have been a concern of the Safety Board for many years, noting that the runway incursion issue has been on the Board's Most Wanted List of safety improvements since its inception in 1990. Board recommendations related to runway incursions have addressed improvements in air traffic control operations, training and hardware, pilot training, airport signage, lighting and markings, aircraft visibility, and incident reporting.

To ensure that all commercial passengers are effectively protected against the dangers of runway incursions, Rosenker said, the Board has urged FAA to develop and demonstrate ground movement safety systems appropriate for use at airports ranging from large international facilities to the smaller regional fields served only by commuter airlines. He said the Board did not expect the answer to be a one-size-fits-all system but would instead "require creative use of different combinations of sensors, processors, and warning methods tailored to the requirements of each situation."

Rosenker acknowledged that delivering effective technological solutions takes time but noted that there are some technologies already available that could help prevent runway incursions. The dangers of incursions are here now, he said, and "the continuing occurrence of hazardous incidents show that we still have work to do."

The complete text of Chairman Rosenker's speech can be found on the Board's web site at www.nts.gov.

NTSB Reports Continued

A long day's journey into night

On April 9, 2007, at 0030 eastern daylight time, a Piper PA-32RT-300T, N21423, registered to a private owner, operating as a 14 CFR Part 91 personal flight collided with power and cable TV lines and the ground during a visual approach to Runway 8 at Andrews Murphy Airport, Andrews, North Carolina. Visual meteorological conditions (VFR) prevailed and an instrument flight rules (IFR) flight plan was filed. The pilot had cancelled his IFR clearance before making a VFR descent for landing. A post crash fire destroyed the airplane. The private pilot and one passenger were fatally injured. Another pilot rated passenger received serious injuries. The flight originated from Orlando Executive Airport, Orlando, Florida at 2121, on April 8, 2007.

The pilot rated passenger stated the pilot cancelled IFR with Atlanta Center. The pilot continued with a VFR descent to Runway 08. The pilot rated passenger informed the pilot, "I like to fly my approach high." The pilot stated either, "I have the approach lights or I'm on the VASI." The pilot rated passenger asked the pilot a short time later, "Why are we off to the left of the runway," and the pilot replied, "Because we are going to crash." When the pilot rated passenger was asked if he remembered the airplane colliding with the wires, ground, post crash fire, or exiting the airplane, he stated no. When asked if the airplane experienced any mechanical problems, he stated no.

A witness stated he was listening to a radio scanner and observed the airplane out his bedroom window. The airplane was heading towards Andrews Murphy Airport. The witness stated he heard the pilot state on the radio frequency that he was on a seven mile final for Runway 08. He also heard a "clicking noise" over the radio, and informed his wife that the pilot was turning on the runway lights at the airport.

Another witness who lives south of the airport stated he went outside his home to smoke a cigarette. He observed an airplane descending towards the Andrews Murphy Airport. The airplane was about 100 feet west of his home in a descent. The airplane started a right turn towards the runway in the vicinity of Team Industry. The airplane's landing light, navigation lights, and strobe lights were illuminated. The witness observed the runway lights come on and could see the red lights off the approach end of the runway. A decrease in engine power was heard followed by an increase in engine power. The witness stated it appeared the pilot overshot the runway and collided with the power lines to the left of the runway. The witness observed an electrical flash followed by a fire after the airplane collided with the ground.

A witness who was working at Team Industry located off the approach end of Runway 08 stated he observed an airplane on final for Andrews Murphy Airport. The witness observed the landing light, strobe lights, and the navigation lights were on. The airplane passed overhead and he heard a decrease in engine power as if the pilot was landing. A short time later there was a total loss of electrical power at his work site.

Another witness who lives adjacent to the airport was in bed and heard a noise similar to lightning. The witness got up, looked outside his window, and observed a fire adjacent to his driveway. His wife called the 911 emergency operators and reported a brush fire. The operator informed his wife there had been a plane crash. The witness went to the crash site to assist and observed a man on fire crawling on the ground. The witness instructed the man to roll over in the dirt to put the fire out. Law enforcement and emergency personnel arrived and took charge of the accident site.

NTSB Report

FEMA donates trailers to CAP

The North Carolina Wing has received two full-sized travel trailers from FEMA, according to Wing Commander, Col. Larry J. Ragland. The trailers were moved from a storage area in Georgia to NC Wing Headquarters recently. "This is a great asset for our Wing," Col. Ragland said. "We are considering a number of options for their use: They can be moved to forward areas during major incidents and disaster relief to serve as mission bases, sleeper units for crew rest, mobile command centers and possibly for setup for new member recruiting across the state."

1st. Lt Mary Sandlin, NC Wing transportation officer, and SM Kevin Sandlin moved the trailers from Georgia to Burlington. Lt. Sandling said that the trailers are in like-new condition and each is equipped with a kitchen, full bath, room to sleep 6-8 members, heat and airconditioning.

Col. Ragland said that more information and tours of the trailers will be available at the May 12th staff meeting.



L to R: Officer Kevin Sandlin, Col. Larry Ragland, 1st. Lt. Mary Sandlin inspecting FEMA trailers
Photo by 1st Lt Don Penven

NC Wing Chief of Staff training offered

In the past I've encouraged the wing staff to recruit more personnel into their staff sections to enable them to be at least two-deep - partially to "grow" their replacements, and partially to better serve our wing. The same has been true for my area of responsibility, as Chief of Staff of the wing. However, my efforts have been fruitless, so onto another tack.

If there is sufficient interest, I am willing to conduct a seminar (or "training" session) pertaining to the duties of wing chief of staff. Believe me, there is more to it than shown or alluded to in CAPR 20-1.

Based on the responses I receive from you, I have time on my schedule to host the seminar at wing HQ on 26 May. This session could take up to four hours, but possibly less. Start time will be determined after I receive responses.

I recommend that attendees be CAP officers with at least squadron command experience (or soon to be a unit CC), at least one master rating in a specialty track (with firm plans to attain more), and solid familiarization with CAPR 20-1 (and many others as time goes on). Willingness to research CAP pubs, ability to write and communicate effectively, and good interpersonal skills are needed. The list is long, and we'll discuss in the seminar. Together, we could develop a seminar that could be the foundation for preparing selected officers to assume the duties of chief of staff of NC Wing in the future.

Please let me know if you are interested in participating in this session. I would appreciate a response NLT 10 May 2007.

Thanks.

Roy Douglass, Lt Col, CAP

NC Wing Chief of Staff

Commo Corner

Submitted by 1st Lt Keith Savoy, NCWG Communications Officer

MEMORANDUM FOR WING AND REGION COMMANDERS:

SUBJECT: Communications Narrowband Transition Update

1. Several of you have requested updates on the status of the communications narrowband transition in the last few days, and this memo serves that purpose.
2. Due to issues beyond our control, CAP's frequency assignments along with several other frequency assignments for major military commands and other federal agencies also completing the narrowband transition have not been finalized at this time. Coordination is not yet complete between the United States, Canada, and Mexico for several of our nationwide assignments. Until that is done, and we receive formal approval for assigned frequencies, we cannot transition or distribute new repeaters since they cannot be retuned in the field. We have requested a formal narrowband transition extension through the Air Force, and they are very supportive. We know that many wings may not be able to transition this summer even if we get assignments soon because of physical access restrictions and required planning for many sites. The national headquarters staff and my director of communications and his staff are working diligently to resolve the issues. As soon as we know more we will let you know. At this time we do not expect the organization will be able to complete the narrowband transition until the summer of 2008.
3. Though this is very frustrating for all of us, please also look at this positively. Though most wings submitted narrowband transition plans, we know that many of you could have used more time to better define your requirements and to secure additional local resources to help ease the transition. Take this time to bring your key personnel together, revise your plans as best you can, and focus your energies on what can be done locally at this time like detailed site surveys, needs assessments, and updating agreements with site owners and service providers. Also, the NTC has the necessary computer modeling software and will be able to assist you in producing Intermod Studies for your repeater sites where the site owner requires it.
4. If you have any questions, please feel free to contact Pete Wharton at the National Technology Center at 866-600-2071 or david.wharton@dla.mil, or Lt Col Paul Reid at 205-338-9888 or pkreid@alpha-technical.com.

ANTONIO J. PINEDA
Major General, USCAP



MER Update

Recently during a routine Internet search, we found a website containing specific information about Civil Air Patrol missions in one of the Wings in Middle East Region. The postings on this website not only included specifics of the mission, but also the radio frequencies and tones used during the mission.

To be fair, these posting were made prior to the member taking OPSEC Training; however, they were made after the 2004 letter regarding handling of radio frequencies and other FOUO information.

Civil Air Patrol is now engaged in missions for agencies at the local, state, and federal levels. Some of these missions are of a sensitive nature. What may seem like the innocent exchange of information with other likeminded individuals is not only a violation of operating standards but may also pose a very real risk to those members flying the missions and to future missions. It diminishes the trust government agencies have in Civil Air Patrol and adversely impacts our professionalism.

I encourage each of you to review the information presented in the OPSEC training. Your professionalism directly impacts Civil Air Patrols ability to perform missions.

KAY JOSLIN WALLING, Col, CAP
MER/CC

Diamond Anniversary Air Show at Cherry Point

Cunningham Field Composite Squadron held AE Day activities at the Diamond Anniversary Airshow at MCAS Cherry Point on 05 May, 2007. By 1630 the cadets and seniors had spoken to well over 100 families about CAP and handed out over 250 CAP brochures. We also passed out promotional materials and gave "tours" of our "rocket facilities". We received the VIP tour of Panchito, the Disabled American Veterans' B-25 Mitchell bomber. VAWG CAP member Keith Motta is the pilot in command of Panchito. (I am a life member of the DAV, so this was a real special moment)

Our cadets did the Virtual Army Experience- a huge inflatable building which is a simulated battlefield, and were photographed with the Canadian skydive team, the Skyhawks. Our senior sister squadron, Coastal Patrol from MHX, had N916CP and a CAP van nearby. We took interested prospects to see the plane and to talk with Fred and Linda Eldredge.

There were a lot of adults interested in the CAP program and we hope to catch out a few licensed pilots. It was also very amazing to speak with a number of young Marines and Navy personnel who are taking an interest in CAP. Many do not know the role that CAP plays as the USAF auxiliary, and our SAR capabilities. I was delighted to encourage a few Marines to share their ground team SAR skills with CAP cadet squadrons.

It looks like weather will be a mitigating factor on Sunday, so we pulled our most vulnerable assets from the booth and will have a skeleton crew out on Sunday to distribute brochures and enjoy the rain and wind. We are still scheduling O flights on Monday through Wednesday and hope the weather does not intrude. We expect to fly six cadets Monday, six on Tuesday and four on Wednesday.

MA Fleagle Capt, CAP
AEO/Deputy Commander for Cadet Programs
NC-160 Cunningham Field Composite Squadron
MCAS Cherry Point



NC-160 cadets with Canadian Skydive team, the Skyhawks



NC-160 cadets with the crew of Panchito

Photos by Capt. Mary Anne Fleagle



MER SPRING SAFETY BLITZ SAFETY SCRAMBLE



THE MER SPRING 2007 SAFETY EMPHASIS MONTH IS HERE!

SAFETY OFFICERS, GROUP COMMANDERS, AND SQUADRON COMMANDERS! EYES FRONT!
ARE YOU LOOKING FOR WAYS TO INCREASE YOUR GROUP OR UNITS CASH FLOW?!
JUMP INTO THE SPRING SAFETY BLITZ!
THREE PRIZES WILL BE AWARDED, ONE PRIZE EACH IN THREE CATEGORIES.

1. GROUP COMMANDERS,

THE GROUP WITH THE HIGHEST NUMBER OF PARTICIPATING MEMBERS WILL RECEIVE A \$100 CASH PRIZE TO BE USED TO IMPROVE SAFETY IN YOUR GROUP!

2. SQUADRON COMMANDERS AND SE'S,

THE SQUADRON THAT DEVELOPS THE MOST ORIGINAL SAFETY PRESENTATION WILL RECEIVE A \$100 CASH PRIZE TO BE USED TO IMPROVE SQUADRON SAFETY.

3. CADET AND COMPOSITE SQUADRON COMMANDERS AND SE'S,

THE SQUADRON THAT DEVELOPS THE BEST CADET SAFETY ORM PLAN AND SAFETY MATRIX WILL RECEIVE A \$100 CASH PRIZE TO BE USED TO CONTINUE TO IMPROVE CADET SAFETY.

THE RULES ARE SIMPLE.

THINK OUTSIDE OF THE BOX!
YOU MAY USE ANY RESOURCE AVAILABLE TO PROVIDE A SAFE RESOURCE FOR YOUR IDEAS!
LOOK TO YOUR LOCAL FBO, FSDO, OR FAA OFFICE FOR SAFETY IDEAS.
CONTACT THE MILITARY AND SEE HOW THEY KEEP SAFETY IN FRONT OF THEIR TROOPS.

IDEAS MAY INCLUDE POWERPOINT SLIDE SHOWS, "DOCUMENTARY" FILMS, ROLE PLAYING SKITS, SAFETY BOARD GAMES, SAFETY QUIZ BOWLS.

BE ORIGINAL.

Disclaimer and legal speak:

The NC Wing Commander has proclaimed this Safety Blitz as a mandatory participation event by all units in the NC Wing.

There will be only one prize awarded to each unit in order to spread the finances about with in the Wing.

All judges decisions are final.

Enjoy and have fun!
Don't Do Nothin' Stupid,
LtDan

ES staff welcomes new member

I would like to welcome to the ES Staff, TFO Amie Kaufmann, who as an additional duty will be assisting with administration of the ES program. She will be working closely with the Incident Commanders and Kathy at Wing to insure that we have all the paperwork for our missions collected, and filed properly in a timely manner, including CAPF108s.

TFO Kaufmann is a member of NC-082 in Winston-Salem, and until recently was a Cadet Captain. We look forward to her efforts helping us improve our documentation processes.

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

May Wilderness Survival Training

Thank you to all of the members who participated in the Asheville Aircrew Wilderness Survival Training this weekend. Our AE activities that were scheduled, like O-Rides and a fly in by our Air Medical Helicopters were canceled when all air ops were canceled due to WX.

We still had a great turnout with 27 officers and cadets who forged ahead into the rain and fog. While others were eating pizza and coffee we flourished in the rain and ate jerky and trail mix. After making their own shelter using natural materials and some tarps they slept on the ground, in the rain, covered with whatever they brought with them.

We were able to certify everyone in BPPT, CPR and First aid.

Thank you to Lt. Feeman for teaching A-CUT along with his diligence in starting a fire in the rain and staying up all night to keep it burning.

Thanks to all of the parents and drivers who shuttled all of us back and forth.

And congratulations to LT. Jan Mixon who was the only outsider that accepted our invitation and who is now qualified as a GUMBY.

Capt. Merlin Phillips
IC3-T
Semper Gumby

Mountain Fury Recap

All Hands in the North Carolina Wing.

I was very privileged to be able to attend and participate in NC019's Mountain Fury mission yesterday. The entire mission was one of the most professionally planned and executed that I have seen in a long, long time! My hat is off to Lt. Col. Bob Bauer and his entire squadron. They all can be very proud of the job they all did.

If I try to name them all I will someone out so I won't name people. But each and every one of them performed their tasks with safety as their first mission and the entire mission was just great.

Thanks again for having me at KAVL!

Tink Schaffer, Col, CAP
MERCY

Just like the summer event, the training Saturday in Asheville was outstanding in all respects. NC-019 has put together a masterful training activity guaranteed to make us better pilots. The flying we did clearly shows the importance of understanding mountain flying techniques and practicing the skills.

Thanks goes to the instructors, Capt Gary Lux, Maj Ray Davis and Maj Rich Augur who are clearly knowledgeable and experienced mountain pilots and to the members of the Asheville squadron lead by LtCol Bauer and Capt Joe Weinflash, that man the mission base and keep the program rolling at an efficient pace. I look forward to future training by the same great team.

Lt Col Bill Hawke, CAP

CAP adding 31 Skylanes to Cessna fleet

Maj. Gen. Pineda calls craft 'well-suited for the CAP mission'

Cessna Aircraft Co. has announced the sale of 31 Skylanes to Civil Air Patrol, which operates the largest fleet of single-engine Cessnas in the world.

CAP uses more than 500 Cessnas for missions in its cadet and aerospace education programs and search and rescue operations. The CAP order includes 29 Skylanes and 2 turbocharged Skylanes.

"The 182T is a versatile four-place aircraft that is well-suited for the CAP mission," said Maj. Gen. Antonio J. Pineda, CAP national commander. "The 182T is fuel efficient, has great endurance, and the G1000 glass cockpit is a great enhancement.

"It provides truly integrated systems that, until recently, were only available in the big jets. It reduces pilot workload and increases safety – the best of both worlds."

Cadet Encampment location changed!

Wing encampments are for cadets. It's a required step as part of the cadet program for a cadet to become a cadet officer. Almost all states host their own encampment depending on demand and host facilities available. Typically encampments are held at military installations that are better suited such large groups and one of the goals of encampment is to expose cadets to a wide variety of military careers.

Encampment is not a boot camp. Many cadets are in the 12-14 year old age range. Therefore, a hard core military style is not appropriate. Encampment is heavily structured and is designed to teach new cadets the basics of drill, uniforms, customs and courtesies and attention to detail in a military setting. Cadets are expected to take this new information and train cadets of their home squadron. Many cadets return to encampment the following years to serve on cadet staff and a few of them will be Cadet Commander. There is a huge range of leadership opportunities here for cadet staff.

The encampment location and dates have changed! Effective Thursday, 26 Apr 2007, the 2007 North Carolina Wing Encampment will be held at Marine Corps Air Station Cherry Point. Dates are set for 23-30 Jun 2007. We were supposed to be at Fort Bragg/Pope AFB, but the billeting was just not available and we recently had to relocate back to Cherry Point.

This year's Encampment Commander is Major Joe Morris

NC Squadron holds awards/promotions ceremony

State Legislator presents Earhart Award

Raleigh, NC – NC House of Representatives member George Cleveland was on hand to present the Amelia Earhart award to Cadet 1st Lt. Jeremiah Coogan of the Raleigh-Wake Composite Squadron. Also in attendance was NC Wing Chief of Staff, Lt. Col. Roy Douglass, and NC Group 2 Commander, Major Toby Wall. In addition to the Earhart award, Cadet Coogan was promoted to the rank of Captain.

According to Deputy Commander for Cadets, Maj. Al Therriault, Cadet Coogan's parents, Marialyce and Jeffrey Coogan pinned the new rank insignia on their son as other family members and friends looked on.

Seven other promotions followed, Maj. Therriault said. These included the following:

Sarah Brown and Victoria Rimmel, Cadet/Airman 1st Class

Seth Hall and Connor Watson, Cadet Senior Airman

Brian McElvaney, Cadet Technical Sgt.

Stephen Coogan, Cadet Master Sgt.

Tyler Marrs, Cadet Senior Master Sgt.

Lt Col Douglass and Maj. Wall both expressed their congratulations to those receiving promotions, and following the dismissal, Rep Cleveland related his experiences to the cadet corps about some of his experiences while serving as a Marine Corps drill sergeant.



Original “Sub Chaser” visits Coastal Base 21

Capt. Linda Eldredge, PAO, Coastal Patrol Base 21, Beaufort, NC, recently interviewed Mr. Paul Sigmon, of Mt. Holly, NC, who was an original member of the “sub-chaser squadron”. The following is an account of that occasion:

With the words “ I was a member of the sub-chaser squadron here”, Mr. Paul Sigmon, of Mt. Holly, NC, began to open up the squadron’s past to two very eager members of the current CPB 21, in Beaufort, NC: Major Fred Eldredge, Squadron CO, and Capt. Linda Eldredge, PAO.

Mr. Sigmon spent the next hour taking us back to a hot September in 1942, and giving us details on the construction of the base and airfield as he remembered it. He was 17, and a student in Mt. Holly, when he heard about people being needed to help build an airfield on the coast. He sold his car for a bus ticket down to Beaufort , and then had to find someone who knew where the airfield might be! He eventually arrived at the area and spent the next year on site, helping carve an airfield out of the swamp and marsh, and assist with many other duties. His “bio” in the History of CAP Coastal Patrol Base 21 states he was known as Paul “Dude Boy” Simon, Sept. 7-1942-Aug. 31, 1943. “From Private as Guard, to Corporal as Service-man, he was a real aid at the airdrome from its inception to its close.”

After the base closed in August of 1943, 60 of the 80 CPB 21 members went on to Monogram Field in Driver, Va., to carry out additional duties with the CAP “preparing men for the important duties of helping win the war”. Mr. Sigmon chose to return to school in Mt. Holly to finish his education. He went on to work with Southern Bell for 38 years, and RayChem, which became Tyco, for 20 additional years in the fiber optics field.

Accompanied by Betty, his wife of 60 years, Mr. Sigmon had traveled down to Beaufort to do some research for the son of one the pilots killed at the airfield during the base operation. Capt Leonard Lundquist died while taking off in June 1943, one of three pilots who gave their lives to keep our shores safe during WWII. He also came to visit one of his old friends from the squadron, Mr. Clarence Stamper of Beaufort, who now resides in a local rest home. These two men are nearly all that’s left of a group of men and women who sacrificed much to do their part in keeping America safe from her enemies along the coast of North Carolina.

To Mr. Sigmon we say “Semper Vi” and thanks for a job well done!

Capt Linda Eldredge

CPB21

Beaufort, NC

252-447-8790



Photos by Capt. Linda Eldredge, CPB21

2007 AE DAY at NCWG

Congratulations North Carolina for a very memorial and exciting Aerospace Education Day!. Even though the weather wasn't on our side it didn't stop you all from firing off the rockets and reaching new heights and new category was established which two cadets reached "Outasite" Way up into the clouds and what tension and exhilaration while the crowds waited impatiently for the rockets to come back to earth! FAT Boy, whom I personally didn't think would make it off the launch pad took off to our amazement to great heights and clearly made an impression on the spectators.

NC 150 won the "NAVSTAR Award" for using GPS, congratulations to Salisbury! If anyone has pictures please forward them to jraymond@mer.cap.gov ASAP so I can get them published on the Website.

Also a great thank you to Bonnie and "Capt Dan" who managed the measuring and recording of these cadets rocket launches. With six launches left the skies opened up and it was a run for the shelter. But after a few minutes break and some really good group pictures to record this historic event the weather cleared and we were able to complete the rocket launches before lunch.

Back to Wing Headquarters to lunch of Pizza and Coke provided by Capt Steve Mann and hot coffee for the "older generation," who needed to warm up!

In the afternoon Capt Schober from Pope AFB, a C-130J Pilot (hope I have his name right), had an array of historical uniforms from several countries around the world including mine--an RAF a Squadron Leader's Uniform, and it still had his "RATION CARD" from World War TWO! AWSOME! He has a brilliant collection of Uniform Patches and even the head gear for a MIG! His father and Mother were both Officers and he had displayed cases of both their medals and awards.

A very warm thank you to the Senior Officers who gave up their Saturday to mentor all of these Cadets. I counted over 30 Cadets and they came from all across North Carolina.

Not to forget 1st Lt Keith Savoy and the "Comm Crew" who did an outstanding job of keeping everyone from getting lost on the airwaves.

Lt Col Bill Hawke jumped in at the last minute and provided a WIMIRS Course for the pilots and ES Personnel who had showed up for the O' Flights, which because of weather and safety, were canceled. What a great day and so many activities all going on at the same time! A fun filled day was had by everyone.

Even the AE Presentations and Quizes were fun! Major Harkness would'nt let me play cause I knew the answers! But I still had fun! Can't wait for next years sign me up!

Congratulations to ALL NC WING !!

Jane E Raymond, Major, CAP USAF Auxiliary
MER/IT Director of Information Technology
Middle East Region

AE Day photos



PAO Report

To all members:

Since I have not seen any reports on these two CAP list serves, it is with great pleasure I announce that Captain Steve Solomon, formally of the Maryland Wing and the MER PAO, was awarded the prestigious 2006 MER PAO of the Year. Captain Solomon has worked very hard to obtain this award and his accomplishments were impressive. In fact his accomplishments were so impressive that after he was promoted to MER PAO, he learned that he had to move to Florida and the folks down in Florida wasted no time in appointing Steve the position of SER PAO. Captain Solomon also serves as the Committee Chairman on the 2007 CAP National PAO Academy Committee. Although the Middle East Region is losing out on an excellent PAO, the South East Region is gaining a tremendous leader who will manage their PAO program with pride and distinction.

I congratulate Captain Steven Solomon for winning the prestigious 2006 Middle East Region Public Affairs Officer of the Year Award.

Lt Col Anthony Biondo Jr

Director Public Affairs

North Carolina Wing

2007 CAP National PAO Academy Committee

2007 North Carolina Wing Public Affairs Boot Camp

WHAT : 2007 North Carolina Wing Public Affairs Officer Boot Camp Session

WHEN : Saturday, 12 May, 2007.

TIME : 0930 hrs to 1230 hrs.

LOCATION : NCWG HQ library.

OPEN TO : All NCWG PAO's and those interested in becoming unit / group PAO's including cadet PAO's.

ATTIRE : Any official CAP uniform worn to regulations.

WHAT TO BRING : Go to the NCWG web page. Sign in under "Members Page", then under "Public Affairs Corner".

Print off a copy of the following info:

A- 2007 PAO Plan of Action.

B- Where to Find PAO Materials.

C- PAO Speciality Track Training Guide. Fill out portions of this Training Track that you have already accomplished. I will sign you off on those areas appropriate to this PAO Boot Camp.

D- CAP 65th Anniversary Planning Guide.

E- PA Quick Guide.

F- Where to Send Your PA Materials.

G- Copy of CAPR 190-1 - Guide to Public Affairs.

HOW TO APPLY : There are no forms needed to submit to attend this school. If you plan to attend, please respond to this message at tonybiondo@msn.com no later than 1 May 07.

Although there is a suspense date, please let me know ASAP if you are going to attend.

GENERAL INFO : This will be the first session of the 2007 North Carolina Wing PAO Boot Camp. The purpose of this PAO Boot Camp Session is to take the unit / group PAO or member interested in becoming a PAO, from the very beginning of the PAO function all the way through the program. The next session of this Boot Camp will consist of advanced topics.

I strongly urge all NCWG PAO's to attend this PAO Boot Camp. Make a commitment to attend this and future sessions in order to advance your PAO career. I want to arm you with the needed tools to be better prepared as a Public Affairs Officer professional.

If you have any questions, please contact me at tonybiondo@msn.com or call me at (252)-977-2449.

PLAN TO ATTEND THIS VERY IMPORTANT PAO SCHOOL !!

Lt Col Anthony Biondo Jr

Director Public Affairs

North Carolina Wing

Editor's Note

Those who teach say that one sure fire method of learning is through repetition. Excellent advise and every month when I sit down to begin work on the current Carolina Wingspan I repeated a phrase I've said too many times--*next month I going to do this in a more organized fashion*. But each month I find myself scrambling around through Emails trying to find the photos that one squadron sent in or the copy of an article I received earlier in the month.

So ... I'm a slow learner, and chances are that next month I'll go through the same thing all over again. I could come up with myriad excuses for not publishing that article you sent me. Well, this month I began setting up everything on a different computer but somehow didn't manage to get it all shifted over from my laptop. And like me, the laptop is getting old and acts a little peculiarly sometimes (senior moments I suppose).

If I promised to publish your well thought out article that was submitted well before the deadline, I will make it up to you.

Special thanks this month go to Capt. Mary Anne Fleagle, who, no doubt worked like a dog at the Cherry Point Air Show on Saturday and had her article and photos to me first thing Sunday morning. Capt. Fleagle is deputy commander for cadets at the Cunningham Field Composite Squadron based at Cherry Point.

And then there is Capt. Linda Eldredge of Coastal Base 21. Two articles this month. Thank you ladies for a job well done.

And we cannot forget...Capt. *Marvel* (alias Jim Williams from Salisbury).

This coming Saturday, Lt. Col. Tony Biondo is conducting a Public Affairs Officer Boot Camp. Don't let the name fool you, you won't have to do any close order drill. What you will do is get a clearer picture of what PAO duty is all about. The previous page lists what the course is all about. If you can beg, borrow or commandeer a ride to Saturday's commander's call, it will be worth your time.

Just a reminder ...

Public Affairs SUBMISSION GUIDELINES FOR CAROLINA WINGSPAN NEWSLETTER **Submitting Articles:** Articles should be composed *single-spaced* in Microsoft Word. Please do not use any formatting, tables, text boxes or photos imbedded in the copy. Articles may be 500-750 words in length. Longer articles may be edited for brevity. Suggest a headline. Identify the author (rank, name, home squadron or Wing Staff position). Articles and photos should be received by the 25th of the month for inclusion in the next issue. *Articles of an urgent or highly important nature may be squeezed in at the last moment.* Articles received after the 25th may or may not be included in subsequent publications. Send your article as an Email attachment to: donpenven@nc.rr.com. **Submitting Photographs:** Photos should be about 1.5 to 2.0 Mb in size. Pick your best ones. Action shots are preferred. Send up to four (4) photos as Email attachments to the address above. Photos will be used based on composition, content, clarity and space available. (I've yet to see a really good cell phone camera photo.) Be certain that the persons depicted are in proper uniform IAW CAPR 39-1. Be certain to include cut lines with each photo listing the subjects from left to right and perhaps a note about what the subjects are doing. Please do not imbed photos in your Word document.

For More information about Public Affairs in the NC Wing, go to:

https://data.ncwg.cap.gov/paperless_wing/process/publisher/article_list.cfm?topic_id=118

1st Lt. Don Penven
Editor

SQUADRON LEADERHIP SCHOOL (SLS)

Location: Asheville Composite Squadron
61 General Aviation Dr
Fletcher, NC 28732
828 687-2875

Date: 2-3 June 07

As has been previously released, we have scheduled SLS training at the location and on the date above. CAPR 50-17 notes that this course is a requirement for the completion of Level 2.

The course will run approximately 12 hours with 8 hours on Sat and 4 on Sunday. The exact time will be determined soon.

The purpose at this time is to ask each of you interested in attending and advancing through professional development to confirm your attendance to me. Registration for this session will be cut off on May 16. This will allow ample time to assemble the information you will require for SLS as well as the materials to present it.

Please be advised that per CAPR 50-17, enrollment in CAP activities is on a voluntary basis. However, SLS applicants must complete CAPF17, *Application for Senior Member Activities* through the unit commander to the course director.

Information regarding area lodging, etc will be forth coming once all CAPR17s have been received.

Please direct all questions to
Joe Weinflash, Capt, CAP
SLS Course Director
thephlash@bellsouth.net

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