



Maine Wing-Over



December 2004

THE NEWSLETTER OF MAINE WING, CIVIL AIR PATROL, UNITED STATES AIR FORCE AUXILIARY

Queen Mary II

Saturday, October 9, 2004, Maine Wing the second of two major missions for Maine Wing that have cemented our relationships the Hancock & Cumberland County EMA's, MEMA, FAA, the City of Portland and the US Coast Guard in Southwest Harbor and Portland. This message came through loud and clear at the end of the Bar Harbor mission with the message of thanks and congratulations for a job well done from Commander Burchell the Commanding officer of Southwest Harbor USCG Station. I received a telephone call from the operation center at the Portland Coast Guard thanking us for the stream of incredibly good pictures they had received from our aircraft throughout the day. They had no idea how well we could perform such a mission and this was clear from their stream of thanks. Most importantly for us were the thanks I received directly for us from Art Cleaves of MEMA, Jeff Monroe of the City of Portland and Captain Steve Nash of the US Coast Guard MSO. In

simple terms, we have truly proven our value to our most important clients and placed ourselves high on the ladder of essential organizations here in Maine. The first QMII mis-

Using both our SDIS and Slow-Scan systems, our aircrews successfully provided the "eyes in the sky" for the USCG and emergency management team charged with protecting the

Need a better look? When a boat came too close to the "Queen" it was CAP who sent the images to the Command Post



ship against terrorist attack. Both missions started at 0500 and culminated around 2000. In each case a our aircraft were sent to rendezvous with the ship as she passed the pilot station en route to the anchorage. During the Bar Harbor mission, Maine Wing personnel were also tasked with providing security for the Hancock County EOC and airport. While the passengers aboard the ship and the visiting

sion was conducted in Bar Harbor on September 27th with Air Operations and the County EOC co-located at the Downeast Squadron HQ. The second mission conducted on October 9th required a high level of communications skills due to the EOC and Air Operation being co-located some five miles away from the air crew staging area at the Cumberland County Squadron HQ at the Jetport. Both missions required Maine Wing aircraft to provide a continuous aerial observation platform above the Queen Mary II.

officials enjoyed the warm welcome provided by both the Town of Bar Harbor and the City of Portland, our aircrews scoured both the surface and air above for any suspicious activity not in the direct view of the USCG ships posted around the ship. The aircrews sent back pictures on a continuous basis of specific locations so the USCG and EOC could remain assured all was well even in those dark and out of the way spots where a terrorist could be lurking. To maintain the

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Model Rocketry Contest Results

Due to technical problems the last quarter, the winners of the Model Rocketry contest did not make the newsletter. All commanders were sent the results but, as promised, here are the results from August 22, 2004 Model Rocketry Contest in Bangor, Maine.

Level I: 1st place, **C/TSgt Todd Clark**, St Croix Composite Squadron, 2nd place, **C/A1C Todd Farley**, Augusta Gardiner Composite Squadron, 3rd place, **C/B Chris Slininger**, Bangor Brewer Composite Squadron and 4th place, **C/Amn Justin Dowling**, Augusta Gardiner Composite Squadron.

Level II: 1st place, **C/Amn Arie Rietdyk**, Augusta Gardiner Composite Squadron, 2nd place was a tie between **C/Maj Scott Knightly**, Bangor Brewer Composite Squadron and **C/SSgt Steven Oliver**, St Croix Composite Squadron, 4th place, **C/A1C Megan Arsenault**, Sundown Composite Squadron.
Congratulations to all of the cadets

for competing in the contest. You are all winners by taking the time to build and fly your rockets. We look forward to next year's event.

LTC Lindon Christie, JR.
Maine Wing DAE

Aerospace News



Colonel Mitch Sammons, Maine Wing Commander, presented the Northeast Region Brewer Award to Mr. Richard Glueck, sixth grade teacher, Orono Middle School on October 13, 2004 during a faculty Meeting. Mr. Glueck has included aerospace topics as important part of his students learning experience over the past fifteen years. Mr. Glueck was most pleased to have been nominated by Maine wing and selected as the finalist in the northeast region. Colonel Sammons passed out CAP informational packages and answered several questions from teachers. Lt Col Lindon Christie Jr. accompanied Colonel Sammons and gave a brief overview of the Brewer Award criteria.

Brewer Award Nominations For 2005

2005 Brewer Award nominations will be due to Lt Col Christie, Jr. by the fifteenth of January 2005. There are five categories: Cadet, Senior, Individual, Organization or 20 year award. All Squadron Commanders have the details. Squadron Aerospace Education annual reports are due to Wing DAE by December 15, 2004. Report forms have been sent to all squadron commanders.

Free \$\$\$ For Cadets

Cadet High School Seniors, every year millions of dollars in scholarships are left on the table because no one applies for them. The Cap Scholarships are available to CAP Cadets only and they are not always used either. If your attending college next year watch for the Nov. CAP News and apply for free money to assist you as you further your education.

Ted Kryzak Capt. CAP
DCP MEWING

FREE MONEY FOR SCHOOL AND FLYING-

It doesn't get any simpler than that! Each year, Civil Air Patrol provides academic and flight scholarships to deserving cadets and seniors who meet eligibility requirements. Over \$300,000.00 is available. Many of the scholarships go unused - apply today! New this year, members may track their applications' status on-line (scroll to bottom). Applications will still be submitted via U.S. Mail, as that remains the best way to send test scores, letters of reference, etc. Some of the benefits of the new on-line system include:

- * User-Friendly. Members may check their applications' status to see when it was received and note whether it is complete or incomplete.
- * Manager-Friendly. Unit commanders and Directors of Cadet Programs at every level may monitor applications from members in their units.

- * Saves Money. By reducing the need to correspond with applicants via U.S. Mail, CAP saves money and provides better service, especially to members who change their mailing address.

Basic Eligibility Criteria:

The following criteria applies to all scholarships, unless noted otherwise in the various scholarship an-

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Maine Wing Over

Wing Commander
Col Mitch Sammons

Vice Commander
Maj Chris Hayden

Newsletter Editor
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nouncements found on the scholarship web pages:

1. Be a current CAP member;
2. Have earned the Billy Mitchell Award or attained the Senior Rating in the Cadet Programs Officer Specialty Track;
3. Possess and maintain an academic and discipline standard acceptable to the school;
4. Be enrolled in a full-time course of study during the academic year for which the scholarship is awarded.

Basic Application Procedures

The following application procedures apply to all scholarships, unless noted otherwise in the various scholarship descriptions listed on the related web pages (see the web links below):

1. **APPLICATION FORM.** Submit to HQ CAP a completed CAPF 95, Application for CAP Scholarship, endorsed by the squadron and wing commander. Attach transcripts, test scores, etc., as specified on the reverse of the CAPF 95. To help ensure application materials remain together, send the application, transcripts, etc., as a single packet; avoid sending HQ CAP multiple mailings, if at all possible. When applying for multiple scholarships, submit a completed CAPF 95 and the required supporting documents for each. In such cases, it is sufficient to send photocopies of official transcripts, provided that the original transcripts are included with one of the application packages.

2. **DEADLINE:** Send application packages to the address below, postmarked by 31 January 2005. Late and incomplete applications will not be considered.

HQ CAP / LMPN

Attn: Scholarship Committee
105 S Hansell St
Maxwell AFB AL 36112-6332

3. **APPLICATION STATUS.** Upon receipt, HQ CAP reviews each application for completeness and notifies members of their applications' status via the Web. About two weeks after mailing an application to HQ CAP, visit the CAP scholarship web page to check the applications' status (see link below). This web page will indicate

whether the application has been accepted as complete, or what documents are needed to complete the application. No special code is needed to access the web page, but applications are sorted by wing and CAPID (individual names are not listed). It is the applicants responsibility to submit all application materials on time and to verify their applications status via the scholarship web page at the link below. Members who do not have Web access in their home are encouraged to access the Web at a public library or at a friends' home.

Incomplete and illegible applications will not be considered. Scholarship winners will be announced on the web by 31 March.

4. **ACCOUNTABILITY.** If requested, scholarship recipients must provide HQ CAP with a record of all academic work completed while on scholarship.

Cadet Special Activities

National Cadet Special Activities 2005

LEAD ... LEARN ... EXPLORE

National Cadet Special Activities offer cadets outstanding opportunities to spend a week or more exploring aerospace careers, developing leadership skills, and furthering their love of aviation. Over 30 activities are offered across the nation for the summer of 2005. "Today's Cadets: Tomorrow's Aerospace Leaders." Read an overview describing CAP's goals for the cadets who participate in National Cadet Special Activities, and why this program is valuable to America. Read the application instructions and then apply for National Cadet Special Activities online, at the E-Services website.

Advanced Technologies Academy
Peterson AFB CO 16-23 Jul \$350
Shirley NY 7-14 Aug \$350
Aerospace Education Academy Oshkosh WI 12-19 Jun \$260
Aircraft Maintenance & Mfg. Course



New! Independence KS 16-23 Jul
\$200 AF Air Education & Training
Command Columbus AFB MS 9-16
Jul \$135 Laughlin AFB TX 19-25 Jun
\$135 AF Para rescue Orientation /
Basic Kirtland AFB 24 Jun - 3 Jul
\$135 AF Space Command Familiarization
Course Patrick AFB FL 30 Jul -
6 Aug \$150 Peterson AFB CO 24-30
Jul \$150 New! Vandenberg AFB CA
16-23 Jul \$150 AF Weather Agency
Course / Basic Offutt AFB NE 17-25
Jun \$160 AF Weather Agency
Course / Advanced Offutt AFB NE 17-
25 Jun \$160 Cadet Officer School
Maxwell AFB AL 17-27 Jun \$200
Civic Leadership Academy Washing-
ton DC 26 Feb - 5 Mar \$250
Engineering Technologies Academy
Auburn AL 16-23 Jul \$195 New! Day-
ton OH 31 Jul - 6 Aug \$195 Hawk
Mountain Ranger School Hamburg
PA 9-17 Jul \$100 Honor Guard Acad-
emy Camp Pendleton VA TBA Varies
International Air Cadet Exchange
Worldwide 15 Jul - 3 Aug \$100
National Blue Beret Oshkosh WI 20
Jul - 2 Aug \$195 National Flight Acad-
emy / Powered Camp Ashland NE 18-
29 Jun \$850 Muskogee OK TBA \$850
Smyrna TN TBA \$850 Ft Pickett VA
9-17 Jul \$850 Oshkosh WI #1 17-27
Jun \$850 Oshkosh WI #2 6-15 Aug
\$850 National Flight Academy / Glider
Rome, GA 13-23 Jul \$850 Mattoon IL
17-25 Jul \$850 National Military Music
Academy Camp Fretterd MD TBA
\$350 National Emergency Services
Academy Camp Atterbury IN Varies

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St Croix Composite Squadron

Col Mitch Sammons, Commander of Maine Wing, Civil Air Patrol, traveled to Princeton for a "Change of Command Ceremony" held on November 11, 2004. In a brief ceremony, the "Power of Command" was relinquished from **Lt Col James Greenlaw** and given to Col Mitch Sammons. Immediately Col Sammons turned and bestowed the "Power of Command" to **Capt Dennis Murray**. After the brief ceremony Col Sammons presented **Lt Col James Greenlaw** with a **Commander's Commendation Award** for his leadership of command during the last five years as Squadron Commander.
1Lt Judy Murray, PAO

Another historic knight at the St Croix Composite Squadron, CAP in Princeton, Maine. At the September 16th meeting the following cadets were promoted; **Derek Farquharson promoted to C/MSgt, Ester Oliver promoted to C/A1C, Curtis Brown promoted to C/A1C, David Carle and Jamie Reeser were promoted to C/Amn.**

Cadet Tyler Croman achieved his first major award by being presented the **General Billy Mitchell**. As requested by the Cadet, **Capt Dennis Murray**, made the presentation as Col Mitch Sammons, Maine Wing Commander, was unable to attend. Congratulations to **C/2Lt Tyler Croman** on your achievement. All of us are very proud of you.



Shown is **Cadet First Sergeant John Chambers (L)** and **C/2Lt Tyler Croman**.

Additional Promotions; John

Chambers, Steven Martorano and Joseph Martorano to C/MSgt, Todd Clark and Steven Oliver to C/TSgt, Patrick Lappin, Nichole Lebda, Michael Lebda and Felicia Vincent to C/Amn. Congratulations to all for receiving your promotions.
1Lt Judy Murray, PAO

Machias Valley Composite Squadron



Greetings from Machias Valley Composite Squadron. On Thursday, November 11, our cadets received their Aerospace Excellence Awards. Pictured from left to right: **Squadron Commander Capt. Wayne Merritt, Cadet Commander C/Capt. David Roth, C/CMSgt Chris McCarthy, C/CMSgt Rick Simmon, C/SMSgt Josiah Duhaime, Aerospace Education Officer 1Lt. Tim Look, and C/A1C Kenny Serrano.** Congratulations to all! Receiving promotions that same evening were **C/SMSgt Josiah Duhaime, C/CMSgt Rick Simmon, and C/A1C Kenny Serrano.** Great work, cadets!

Karen Varian, PAO

Sundown Composite Squadron

One of our more exciting events has been Orientation Flights at the Bethel Airport. The flights have been provided by **1Lt Robert Baker** and in July he was joined by **1LT Dick Sharp, and 1LT Mark Libby.** Several times the pilots brought Cumberland

County cadets to join in the fun. It was great for the young people to get together. The weather has cooperated four times from May - August for a great educational experience for all. A total of eight cadets have participated. Thank you pilots! Since we have used the Bethel Airport so much it was natural that we volunteer to help out with their annual Fly In, October 9. An all call went out to other squadrons to help us out and **St. Croix** was quick to respond. At least a dozen cadets showed up at my modest home accompanied by **Senior Member Ellen Carle, Lt Col James Greenlaw and Capt Dennis Murray.** I did explain that Yankee fans would have to sleep outside to which a cadet replied, "We don't have any of THEM, Ma'am." The cadets were up bright and early and the Arsenault family fed the crowd. The cadets from Sundown met the St. Croix squadron at the airport. We had a briefing from Randy Autrey, event coordinator who appreciated our participation. The cadets went through flight line and safety training. Throughout the day the cadets rotated through flight line responsibilities, parking lot security and working at the water and bake sale (cadets were the best customers!). Both squadrons enjoyed getting to know each other and felt good about a job well done! Promotions for the last six months are: **Captain Doughty to Major, Brandon Bowie** was promoted to Master Sergeant, **Oliver Perry** was awarded the Wright Brothers Award, and **Mike Wentzell** and **Lucas Zale** were promoted to Airman First Class. Congratulations everyone!

Bangor-Brewer Composite Squadron

The Bangor-Brewer Composite Squadron is pleased to announce The promotions of **Tiffany Gammon, Angela Winchester, Jessy Armstrong, Christopher Slininger, and Terran Stone** to rank of Cadet Airman, **Anthony Griffin** to Cadet Airman First Class and **Alex Parks** to

Staff Sergeant. We are proud of your accomplishments. Thank you to everyone who participated in the Veteran's Day parade. **2Lt. Jess Winchester** piloted the squadron's van. The members of the Color Guard were Cadets, **Angela Winchester, Anthony Griffin, Steven Haggan, and Alex Parks**. The unit received many compliments on their professionalism during the parade.

THIS IS NOT A DRILL

3 Nov.2000 hours. Seniors and Cadets were conducting business at HQ, when the piercing sound and white strobes of the building fire alarm activated. Immediately, the members went to the exits and assembled outside the building at the rally point. A roll call was taken and everyone was present and accounted for. The MEANG fire station is visible from our HQ, and we saw the equipment rolling out from the open doors. In the distance, sirens could be heard from the approaching City of Bangor's fire equipment. MEANG fire personnel entered the building, looking for the source of the alarm, as there was nothing visible. A short time later the alarm was silenced. A detector in the equipment storage portion of the building activated due to the cold temperatures, according to the assistant fire chief of the MEANG. The Squadron's building evacuation training worked that night; it might not be a false alarm next time.

Maj. James Jordan, PAO

**Machias Valley & St Croix
Team up Again
For Arlington**

Machias Valley and St Croix Composite Squadrons are teaming up again this year to place wreaths on the graves at Arlington National Cemetery. **Capt Wayne Merritt**, Commander of the Machias Valley Composite Squadron through the **Worcester Wreath Company** have arranged for both squadrons to travel to Arlington and lay between 5,000 and 6,000 wreaths. This year the Iraq section will be done as well as another sec-

tion yet to be determined. Both Squadrons will be met by **Col Kay Walling**, Maryland Wing Commander and some local Composite Squadrons who will welcome them to Maryland with dinner and a place to spend the night. The following morning, after a police escort to Arlington, they will be met by the **Maine State Society** volunteers who each year help to lay the wreaths. Last year was the first time CAP participated in this ceremony. With the leadership of Capt Wayne Merritt, it looks like this could become an annual event for Maine Wing during the coming years.

Capt Dennis Murray, PAN

Dining Out

If you missed the Dining-Out Ball this



year, perhaps you will want to consider attending next year's function. Shown is a small sampling of the good times had by all who came. Great food, short speeches, some "duck walks" (Forward and backwards) and a whole lot of dancing afterwards. Please consider attending next year. The more the merrier. Our cadets had as much fun as did our Senior Members.

**Capt Dennis Murray, PAN
Maine Wing, CAP**

Communications

Further proof of what we in Comm have been preaching for decades. When the chips are down communications wise the land mobile radio networks are often the only means of communications which continue to survive and work. Cell phones, email, and all such types do not survive and take a long time to renew after the catastrophe occurs. We must keep our land mobile radio systems in peak readiness. Always vigilant.

CAP-DC: Why we need good survivable networks in CAP. This is an extremely good article describing what happened to communications systems in Florida after the most recent Hurricane Season. http://mrtmag.com/mag/radio_miracle/ The three most important paragraphs are these... Indeed, the fiber-based wire line networks of Sprint and BellSouth in the affected areas failed after the batteries used to provide backup power to the systems were drained in the aftermath of the power outages. And that proved to be problematic for many wireless carriers such as Nextel, which depends on landline T-1 and T-3 connectivity to backhaul its signals. With all commercial-based forms of voice communications down, the public-safety land mobile radio (LMR) systems provided the only way for rescue workers and recovery crews to coordinate their efforts.

"Private industry is in no way ready to handle the needs of public safety in situations like this," said Paul Winter, radio communications manager in Charlotte County, where Hurricane Charley first hit. "If we would have relied on them, we would have had a catastrophic loss of life and infrastructure because we would have had nothing [with which to communicate]." This is a great example of the reasons that our HF-SSB and VHF Repeater Networks are so important to our internal communications capability... survivability in an emergency.

Submitted By: Mike Pellerin, MEDC

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NGSAR Team Leader course
Camp Atterbury IN 25 Jun - 2 Jul
\$155 Nat'l Ground SAR School /
Basic #1 Camp Atterbury IN 25
Jun - 2 Jul \$155 Nat'l Ground SAR
School / Basic #2 Camp Atterbury
IN 2-9 Jul \$155
Nat'l Ground SAR School / Adv #1
Camp Atterbury IN 25 Jun - 2 Jul
\$155 Nat'l Ground SAR School /
Adv #2 Camp Atterbury IN 2-9 Jul
\$155 Mission Base Staff School /
Basic Camp Atterbury IN 25 Jun -
2 Jul \$155 Mission Base Staff
School / Adv Camp Atterbury IN 2-
9 Jul \$155 Mission Aircrew School
Camp Atterbury IN 1-9 Jul \$155
NESAs Staff Camp Atterbury IN 22-
31 Jul \$45 Other Activities Aviation
Challenge EAA Air Academy
Space Camp * For Aviation Chal-
lenge, EAA Air Academy, and
Space Camp, apply directly to the
host organization. Do NOT apply
to HQ CAP.

C.I.S.M Team

You will be please to know that
Maine Wing now has a highly
trained and fully qualified **Critical
Incident Stress Management
Team**. (See CAPR60-5 for more
information on CISM Teams.)
On the night of Friday Oct 15th,
1st Lt Peter Goss, Capt Andrea
Hayden, Maj Chris Hayden, Capt
Merrie Knightly and SM Bruce Tor-
rey drove to Norwich CT for two
very intense days of training pro-
vided by NHQ and conducted by Lt
Col Sherry Jones. Approximately
20 students from the MA, CT and
ME attended. This now means
NER is among the few regions in
the nation with teams ready to pro-
vide critical stress management to
any wing in need following any
critical incident during a mission or
other operations. CISM is new to
CAP, but has been in use by most

other emergency services for
many years. It is designed to help
those working on a mission that
either becomes a crisis event, as
in the case of a fatal aircraft crash,
or a series of missions closely fol-
lowing each other that put an un-
usual amount of stress on those
involved. We have done this be-
cause we care about our members
performing our missions and we
want them to have continuing
good health. During the up coming
SAREX' s planned for MEWG, we
will be introducing you the CISM
as part of the exercises. It is noth-
ing to fear, rather we hope it will
become a highlight... especially
the post mission cookies.

**Maj Chris Hayden CAP
Vice-Commander
Maine Wing**

Aerospace Pretests Online

I would like to remind everyone
about the Aerospace Education
pretests found at <http://mdlh.hws.edu/cap/modules/index.asp?id=nywg> These tests have report-
edly help many struggling cadets
pass their AE portion of their
achievement. The matching tests
have been reworked to remove the
drag and drop feature.
Let me know if you experience
problems. Enjoy,
**STANLEY A. SKRABUT, Lt Col,
CAP Aerospace Education Offi-
cer Canandaigua Composite
Squadron**

Please note a change in NER ad-
dress.

**Civil Air Patrol
Northeast Region Headquarters**
P. O. Box 248
West Barnstable, MA 02668
Thank you
Rick Greenhut

Your Friendly IG Inspections

I'd like to remind squadrons that
we have started our second round
of **Subordinate Unit Inspections**.
(SUI). You say, "Already? Seems
like we just went through that!"

Time flies when you are having
fun, and CAPR 123-3 requires
wings to conduct SUI of all squad-
rons at least every 24 months. I
encourage all staff members to
review the inspection report for
your last unit SUI and make sure
that the corrections you made as a
result of all "Findings" in the last
inspection have actually corrected
the deficiency described therein.
Any repeat deficiencies will result
in lowering the inspection grade.
Similarly, Wing and Squadron staff
members should review the Staff
Assistance Visit (SAV) report on
the NER inspection of Maine Wing
in August, 2004. Insure that all
"FINDINGS" in that report have
been corrected before the CAP
NHQ/IG visits us next May. Also,
check out any pertinent
"OBSERVATIONS" in the SAV re-
port. Valid observations indicate
areas that could or should be im-
proved upon before the next in-
spection. For example, any read
files or folders containing CAP
regulations or other publications
(squadron Safety Notebooks or
aircraft handbooks, etc.) should be
checked to insure that no outdated
regulations or publications remain.
CAPR 60-1 was recently updated,
so the latest change to this regula-
tion needs to be in aircrew read
files or aircraft handbooks.
Part of my duties as Inspector
General include making sure that
all wing and squadron personnel
are aware of the CAP COM-
PLAINTS program. If you are a
current CAP member, senior or
cadet, you are REQUIRED to re-
port any fraud, waste or abuse of

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CAP property or funds to proper CAP authorities (your unit commander, or the next level higher than the level of the individual doing the "frauding, wasting or abusing." If the wing commander is suspected of such activity, then the IG is the person to complain to. CAP has a "Whistle Blower Protection" policy to protect any individual making a FRAUD, WASTE or ABUSE complaint.

Similarly, if you have any SERIOUS problem with persons in authority in CAP and this problem is not being satisfactorily resolved by the appropriate commander, you are authorized to bring a complaint to the IG. All such complaints must be in writing, dated and signed by the person with the complaint. Any such complaints will be taken seriously and will be held confidential in order to protect the individual. Check out CAP Regulation 123-2 (found in your squadron regulations file or on line on the NHQ WEB site, under "INSPECTOR.")

LTC Richard Grover, IG

(Continued from page 1) **QMII**

continuous aerial coverage, our aircrews flew two hour sorties with the replacement crew rendezvousing with the other mid-air and taking over the watch so they could return to home base. This meant there was never moment when CAP eyes were not present throughout the fifteen hour watch. Providing such continuous coverage required the mission be divided into two shifts to not exceed duty hours. During the Bar Harbor mission, crews based in Northern Maine provided the first shift and crews from Southern Maine provided the second. During the Portland mission this was reversed. During the Bar Harbor mission, the FAA provided a NOTAM advising aircraft to remain clear of the ship.

This was not necessary during Portland mission as the PWM Class C airspace provided the same protecting. The Maine Wing aircrews are most grateful to the staff of the Portland Tower and Approach Control for directing aircraft way from the area and feeding radar information to the aircrews to assist in their watch. This was truly a team effort on the part of Maine Wing. On behalf of the Maine Wing Commander and Vice-Commander, we would like to recognize the following individual and thank them for their great efforts and expertise. Air Operations: Capt Don Godfrey and Capt Ken Knightly, Capt Marc Brunelle, Capt Ted Kryzak and Capt David Genest. Communications: Maj Mike Pellerin, Capt Dale Fellows, FO Nate Fellow, Capt Dennis Murray, Lt Col Greenlaw, Col Bill Ricker, 2Lt Steven Higgins and Maj Joel Look. SDIS Training: Col Jim Linker Aircrews – County Squadron: Major Tom Goetz, Lt Wayne Killcolins, Lt Col John Trask Aircrews – Bangor Sq Maj Jim Jordan Aircrew – Waterville Sq Capt Doug Grosso Aircrews – Downeast Sq: Capt John Riley, Lt Col Ken Goldstein, Aircrew – Augusta Sq SM Eugene Richards, Lt Col Bill Hawksley, Capt Dave Barker Aircrew – Cumberland Sq Capt Marc Brunelle, Capt Don Saucier, Capt Dave Genest, 1t Mike Coyne, Capt Dan Gagnon, Capt Paul Connors and Capt Ted Kryzak Aircrew – MEWG: Col Jim Linker, 2Lt Wayne McKinney and Maj Chris Hayden Administration: 1Lt Wayne McKinney, Col Mitch Sammons and Maj Chris Hayden Mission Support Team: 1Lt Perley Urquhart, 2Lt Theodora Urquhart, 1Lt Robert Voisine, Capt Wayne Merritt, Capt Merri Knightly and Capt Andrea Hayden. Thank you all for putting us on the map!!!

**Maj Chris Hayden CAP
Vice-Commander**

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changes in our training format in response to the more complicated requirements for people to become mission capable. There will be more classroom training of systems and reviews of the mission books that lay out what members need to study in order to become ES qualified. In addition, we will be popping random Rapid Response missions in order to test response times and crew readiness. We are planning to have quarterly CAPF5 flights so that more pilots can get themselves current in a more convenient way. These training changes will work to be more instructional to promote a greater depth of qualified personnel that will be available in the event of an emergency. If you really want to be a part of a meaningful effort to protect your community, then dig in a little and meet the training requirements as proscribed by CAP and USAF. I would like to thank all of you who have taken the time to participate in the many missions of CAP and the training involved to become a CAP member. If it were all easy, there would be no sense of accomplishment or a feeling of being part of a significant effort to protect the United States. From the dedication of our members to go to assist the Florida hurricane victims, to those who participated in the tragic search for the downed KT Aviation aircraft to those who work to make our Cadet Program the best there is, it all combines to develop a strong unit. Under the command of **Major General Dwight Wheless and Brigadier General Tony Pineda**, I believe you will be seeing the Civil Air Patrol advance in its position within USAF and many opportunities presented to the members of CAP. It is up to us to make the best of it all. Semper Vigilance.

**Col Mitch Sammons
Commander, Maine Wing**



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Civil Air Patrol, Maine Wing
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Augusta, ME 04332-5006

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Commander's Corner

As we all "gear up" for the year-end holiday season, it is appropriate to reflect on all the happenings of this past year. It has been a very busy year for Maine Wing. Our involvement with missions that are Homeland Security related started with the assistance we gave to the Maine Emergency Management Agency and other Federal agencies for the event that took place in Calais known as the "Ste. Croix Days". This mission opened the doors for us as a viable force for the augmentation of the regular HLS agencies and local law enforcement agencies. In addition, the demonstration of our capabilities for aerial photo relay and the key role played by the Mobile Communications Vehicle placed us in a solid position with MEMA for future roles in similar missions. This mission followed the demonstration of similar capabilities at the Portland Jetport exercise where we verified the ability of the photo re-

lay system to remote locations and multiple distributions of data to the agency command posts. All these efforts were extremely successful because of the excellent training that many of you have participated in over the past many months. Your professional demeanor and appearance set the tone for the missions, and our clients were very appreciative of the support. Because of these earlier missions, the call up of Maine Wing to assist in the protection of the visits by the Queen Mary II capped off our demonstration of our abilities to coordinate with many state and federal agencies to augment their limited resources. There have been some significant changes at the National level of CAP. We all know how the training requirements have changed. I realize it has been at some times a very painful and confusing stretch of requirements and reversals. However, it all shows that CAPNHQ does listen to the people in the field who are most affected by such changes. As you know, many changes result from how

USAF wants to use CAP as its auxiliary. USAF does want to have CAP as part of its "Total Force". In doing so, old ways and habits have to change. USAF expects us to represent their way of doing things and that includes everything from uniform wear to skill levels as mission crews to accountability of funds and equipment. The "MIMS" system is here to stay. We need to work within that system in order to maximize the training funding that will become available to us. In short, we need to recognize that USAF expects CAP to tighten up if it is to become a true partner in the USAF plans for Homeland Security. This past Summer Encampment's success is a precursor to next summer. I hope that our cadets will take advantage of the opportunities that Encampment brings to them. The Bangor Air National Guard base is a fantastic resource for us and makes possible experiences that are truly memorable. You will not want to miss it. This coming year will present some

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