

# **NORTH CAROLINA WING CIVIL AIR PATROL**

*U.S. Air Force Auxiliary*

## ***Carolina WingSpan***

*Citizens serving communities: Above and Beyond*



JULY 2008



## **SUMMER 2008 NCWG ENCAMPMENT**



*BY DAWN'S EARLY LIGHT*

Photo By Capt. Paul Twiddy

*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.

# NC Wing PAOs coming on strong!

Nothing is more satisfying than to receive timely, interesting and informative articles from the dedicated Public Affairs Officers of this Wing. My thanks to all of you that make this publication possible. I begin every month wondering just what will be newsworthy enough to publish--drawing on CAPNC releases as fillers. I seldom have to do that any more.

And not only are you filling the pages of this publication--you managed to have four articles published on CAP News Online. A tip of the "boonie" hat to ya'll for doing the very thing your job title asks for.

If seeing your labors in print gives you a satisfied feeling, that's because it's supposed to.

Keep it up--NCWG PAOs!

1st. Lt. Don Penven, Editor

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## Message from the Commander

Here is wishing each of you a great July 4th. As we celebrate our Nation's birth, along with the freedoms that are uniquely ours, please keep in mind all those service men and women who will be celebrating this July 4th away from home and directly in harms way. It is their sacrifice and service that continues to guarantee the freedoms we enjoy.

I would also ask each of you to think about your personal role in the Safety Program of this Wing. How can you improve the Safety culture around you? How can you take personal responsibility for the health and well being of your fellow CAP volunteers? This upcoming holiday weekend will present many hazards to your safety. The traffic on the roads, the malfunctioning grills, the unusual injuries when hard at play on the lake or in other places, and the relaxed mode we all go into that sometimes allows our guard to be down. As your Commander, I value each and every one of you tremendously. Please take the time and the effort to have a safe and enjoyable weekend. We still have much work to do as Civil Air Patrol becomes more and more utilized in service to our citizens. This Wing will need each of you to provide the services we do so well.

Happy July 4th to each of you.  
 Larry J. Ragland, Colonel, CAP  
 NC Wing Commander

# North Carolina Wing Civil Air Patrol Completes Successful Encampment

**Marine Corps Air Station, Cherry Point, North Carolina** - The North Carolina Wing of the Civil Air Patrol just completed another successful encampment under stressful conditions of hot weather, high humidity and some inclement weather. The Cadet Staff, under the ever watchful eye of the Senior Staff, took very good care of the Junior Cadets under their command. The two most heard commands of the week besides "FORWARD, MARCH", were "Hydrate" and "OORAH." The Cadets heard many great speakers and witnessed many static displays of Marine Corps equipment. The Cadets experienced some Marine Corps training up close and personal as did eleven chosen Cadets who flew on the famous Blackhawk platform.

The hot weather was a known factor and all of the Cadets were warned in advance to get out of the house and away from the Game Boys™ to prepared themselves for the hot weather. The humidity, on the other hand, can only be experienced on the coast of the Carolinas. Some days the humidity could have been higher than the temperature. While on the drill pad a flight was warned to prepare for rain and bad weather. The order was given to vacate the drill pad as the rain came down. Another order was given to go very quickly but not run. As the last Cadet had safely disappeared into their "Hooch", the Encampment heard this clap of noise. When the Cadets were given an order, the Cadets responded. This is what Encampments are all about. The Staff come to learn and then carry what they have learned back to their Squadrons.

The Marines. The Marines adopted them with open arms. This one Marine met them for Martial Arts and returned the rest of the week to help with drill, Confidence Course and the Dining In. He showed up for the picnic and was surrounded by Cadets who thought they could do push ups. This Marine was overheard stating that he was going to show a few Cadets how to "really" do some push ups. Do you think some Cadets will go back to their Squadrons and show them how to do push ups like "the Marines" do them? This is what Encampments are about.

The Cadets were privileged to hear comments from a retired two star General and an active duty airborne Lt Col who demanded that all Officers sit in front of "his" classroom. His philosophy was that Officers lead and are the first out of the jump door. "OORAH?" The hope here is that the Officers will take this back to their Squadrons and lead.

The Combat Pool had Cadets swimming around the pool in full combat packs, helmets and rifles. Then they jumped off the tower in said equipment. It can be mentioned that one Cadet jumped off the tower and he could not swim. Did this Cadet learn something about himself this week? This is what Encampments are all about and this Cadet will carry this back to his Squadron.

Many, many Cadets were here for the first time. One could see that at check in on Saturday. One could see more Moms crying in the parking lot than Cadets looking sad at inspection. When the bus unloaded these green Cadets at the RTC, they had a hard time forming up. The following Saturday morning, the Cadets were not the same. The Cadets had matured in their Civil Air Patrol knowledge. The Cadets had learned how to handle themselves and others. The Cadets looked taller as they were taller; they were taught to stand up with shoulders back and head held high.

The Cadet that was dropped off on Saturday afternoon and entrusted to the 2008 NC Wing Encampment Staff was not the Cadet who was received by the family the following Saturday afternoon after out-processing. The 2008 NC Wing Encampment Staff would like to thank all of the parents for loaning us your child for this important week in their life. May they carry this week with them forever and may the parents not become tired of hearing all of the stories of the 2008 NC Wing Encampment.

OORAH,

Paul W. Twiddy, Capt, CAP  
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... Encampment continued



Left to Right - Two members of the South Charlotte Cadet Squadron -- Cadet 1st Sgt. Charles Carman and Cadet 1st Lt. Jay Thomas -- flank Cadet Airman 1st Class Forrest Brown of the Boone Composite Squadron during combat swim training. These Cadets were required to swim around the pool, rifles in hand, while wearing helmets and full combat packs. Then these cadets jumped off the tower in this gear and swam back across the length the pool.



Cadet Medina Hernandez of the Tar River Comp. Sqdn.



Photos By: Capt. Paul Twiddy

## Thanks from the NCWG Director of Cadet Programs

What an awesome week we had at MCAS Cherry Point for 2008 NC Wing Cadet Summer Encampment. An outstanding job was done by all.

As Director of Cadet Programs I would like to thank and congratulate for a job well done our Cadet Executive Staff: C/Capt Nicholas Logel - Cadet Commander, C/1Lt Joshua Hancock - Cadet Deputy Commander, C/Col Jeremiah Coogan - Cadet Executive Officer. These three gents exemplified what good teamwork can do to get the job done.

The Senior Executive staff: LtCol Linwood Barkley - Encampment Commander, Capt Andy Wiggs - Deputy Commander, LtCol Roy Douglass - Executive Officer, Maj Joe Morris - Commandant for Cadets.

More behind the scene folks that really make this happen, our CC&PS CAP Div staff: Ms Lucy Davis and Ms Kathy Gaddy. Another great team effort. Folks, thanks for all the work and support.

The USAF Reserve team: Lt Col Turner, Maj Moore, SMSgt Byanes, and Lt Col Al Johnson.

Submitted by: Maj. Al Therriault, NCWG Director of Cadet Programs

# Apex honors three Spaatz Cadets

Apex, NC – On Sunday, 22 Jun 08, Brig Gen Amy Courter, CAP presented three Spaatz awards to C/Col Cassie Fletcher, C/Col Olivia Barrow and C/Col Kali Fletcher of the Apex Cadet Squadron. The presentation was held in front of over 200 family members, friends, and squadron members. The occasion was an historical first in North Carolina; three female cadets from one squadron received their Spaatz Award.

C/Cols Cassie Fletcher and Kali Fletcher departed on Wednesday, June 25, to attend the United States Air Force Academy. The Fletcher twins paced each other through the entire CAP cadet program, completing it in four years.

C/Col Olivia Barrow, close friend and recruiter of the Fetters, passed her Spaatz exam after five years in the cadet program. She begins college at Durham Technical Community College in the fall, with plans of transferring to UNC-Chapel Hill for Photojournalism.

Theses cadets pushed each other throughout the program, encouraging and challenging each other to pursue the Spaatz Award, the highest cadet achievement. During their CAP career they competed together on three Drill Teams, served as command staff at two encampments, commanded the Apex Cadet Squadron, and served their community in many other ways together.

The Apex Cadet Squadron wishes these three outstanding cadets all the best as they pursue their careers in the Air Force and the civilian world.

C/Col. Olivia Barrow  
Apex Cadet Sqdn.



Photo: L-R: Brig Gen Amy Courter, C/Col Olivia Barrow, C/Col Cassie Fletcher, and C/Col Kali Fletcher.

Photo by Lt. Col. Pam Strug

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## Squadron Leadership School (SLS) - 16-17 August 2008 - Wilmington (ILM) International Airport

The SLS is the cornerstone of Level II Training. It is a requirement for completing Level II and for being promoted to Captain.

This is also a request to Squadron Commanders to discuss growth in the CAP Professional Development Program with new Senior Members. Please stress the importance of SLS and urge them to attend. Your support is needed. I was surprised to learn that relatively few new members are on the NCWG e-mail address list. We depend on the unit commanders to inform the new members of training opportunities such as SLS. Your assistance is appreciated.

John P Kay, Maj, CAP  
SLS Director

jkay3@ec.rr.com  
or call me at 910-793-8432

# Boone Squadron and 2008 NCWG Encampment—The Best Yet!

Another NCWG encampment has ended. Everyone had to sleep in the next week to catch up. Then it will be off to NCSA's for the summer. The 2008 NCWG encampment truly was the best yet! And of course, we are a little biased. We had almost our entire cadet squadron there, even the van! Several of our cadets served with Cadet Captain Logel as staff this year as well. Check out the encampment website for some great pictures and special thanks to Cadet Chief Master Sgt. Jonathan Drake for putting that together, serving as the Cadet Public Affairs Officer. ([www.wingencampment.com](http://www.wingencampment.com))

The Boone Squadron had a recruiting blitz this summer and several new cadets joined recently. Some of these got in just in time to make it to encampment. Cadet Loren Fitzpatrick showed he could make the grade when he shimmied right up the ropes in the Marine obstacle course. Fitzpatrick commented, "This was an awesome encampment. I'll be back next year for sure!" New Cadet Charlotte Black had a little problem with a spider bite becoming infected, and her comment about the Marines food was, "Not good!". But she stuck it out and showed she could make the grade.

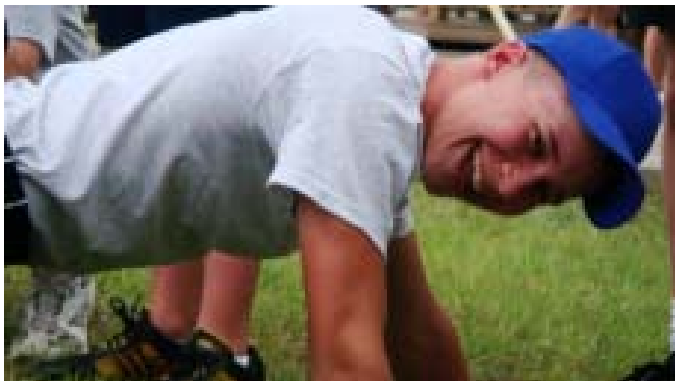
The drill was intense, the PT challenging, and it was HOT, but seeing the Harriers out on the flight line was absolutely awesome! The cadets never got tired of the sound! Boone cadets Danielle Bullock, Jimmy Moretz (also a new recruit!), Forest Brown, Jonathan Faulks, and Sarah Logel, were among the top ten cadets and were included on a Black Hawk helicopter ride, along with TFO Brittainy Brown. That was an amazing experience!

On behalf of the Boone Squadron, we want to say a big thank you to Cadet Captain Logel for making this event really memorable this year! This was by far the best encampment we have seen in a while.

Submitted by  
Lt. JoAnne Brown  
Public Affairs Officer  
Boone Composite Squadron, NC 153



Cadet Matt Logel



New cadet Moretz



Cadet Fitzpatrick on the ropes

# Civil Air Patrol Cadet Promoted to Officer Rank

## Cadet 2<sup>nd</sup> Lieutenant Robert Dahms Receives Billy Mitchell Award

**Wilmington, NC** — Civil Air Patrol cadet Robert Dahms was promoted to 2<sup>nd</sup> Lieutenant during a special ceremony held at the VFW Post 2573 in Wilmington last Monday. The Cadet Programs Officer of NC Wing, Major Al Therriault, was the guest speaker who explained the significance of this achievement. Major Michael Starr, Cape Fear Composite Squadron Commander, and James Faison III, District Court Judge, presented Robert with the prestigious Billy Mitchell Award. “You are not what is wrong with America, you are everything that is right”, stated Faison. After the officer’s epaulets were placed on Dahms’ shoulders by Major Therriault and Judge Faison, the cadets in attendance saluted their new Lieutenant for the first time.

Cadet Dahms resides in Wilmington, NC with his parents, Edward and Alanna Dahms and brother Andrew, also a CAP cadet. He is a homeschooled rising senior who joined CAP in March of 2005. Robert joined the Young Eagles in 2005, a program sponsored by the Experimental Aircraft Association, and learned about CAP through one of its members. Since then, 2Lt Dahms has amassed an impressive list of achievements. He was the Air Force Association ‘Cadet of the Year’ in 2006, and also became the cadet commander for Cape Fear Composite squadron. In 2007, Dahms was appointed as representative to the NC Wing Cadet Advisory Council, a position which he still holds, and received a Commander’s Commendation for his outstanding work ethic in the area of safety. He also attended summer encampment at Cherry Point, and was instrumental in starting a colorguard, of which he is the commander, in the squadron. Robert has most recently returned from the Air Force Weather Agency at Offutt Air Force Base in Nebraska and is on his way to attending the Engineering and Technologies Academy at Auburn University in Alabama.

Cadet Dahms is the current cadet Emergency Services and Communications Officer and holds certifications in First Aid, CPR, Bloodborne Pathogens, General Emergency Services, Urban Direction Finding, Mission Radio Operator, and Ground Team (III). He has completed six orientation flights in a CAP Cessna 172, and been a team member on twelve actual missions. In addition to earning these credentials, Robert still finds time to volunteer at his church doing prison ministry and other work earning him a community service ribbon.

Elizabeth A. Butrim, Public Affairs Officer  
Civil Air Patrol Cape Fear Composite Squadron  
iluvatholicism@aol.com



L-R: Maj. Starr, Cadet Dahms, Judge Faison



L-R: Cadet Dahms, Maj. Therriault

# NC Wing conducts G1000 ground school class

North Carolina Wing conducted the latest in a series of ground school training classes to familiarize mission crews with the new glass cockpit aircraft. The emphasis of the series of classes is to promote safety by providing consistent and reliable training for all NC Wing mission crews. A total of twenty-two members from across the state attended the eight hour class at NC Wing HQ in Burlington on Saturday June 28, 2008.

The class was conducted by Maj. Victor Carnevale, NC Wing Standardization/Evaluation Officer (DOV) with support from Capt. Rob Mason, NC Wing Emergency Services Training Officer, and Capt. Sal Tripoli, NC Wing Flight Operations Officer. Capt. John May, Mission Pilot and Flight Operations Officer of the South Piedmont Senior Squadron (NC-137), provided a demonstration of configuring the G1000 displays in N963CP on the ramp at Burlington airfield.

The fast paced instructor led class was packed with important information to familiarize Mission Pilots, Mission Observers and Mission Scanners with the features and functions of the Garmin G1000 and Bendix/King KAP140 equipment in the NC Wing aircraft. The class began with an overview of the components of the G1000 Integrated Cockpit System and then covered the flight instruments of the Primary Flight Display (PFD) as well as the additional information available on the Multi Function Display (MFD). The class also covered practical techniques and principles for entering data into and navigating through the screens of the G1000 system. Students were introduced to the GFC700 Flight Director/Auto Pilot and GPS instrument approach procedures with Wide Area Augmentation System (WAAS). The course also covered the KAP 140 autopilot system installed in some of the NC Wing aircraft. The class provided details of system malfunctions and G1000 component failures, and how they affect the operation of the system. An overview of the audio panel and other aircraft systems was followed by a demo of the G1000 simulator software. Capt. Tripoli conducted a review of two written tests at the end of the class to evaluate the mission crew's knowledge and provided remediation.

The training materials for the class are part of the official Cessna FITS program. The FAA/Industry Training Standards (FITS) program is a partnership between the Federal Aviation Administration (FAA), aviation industry, and academia. The goal of the program is to enhance general aviation safety. The flight training being developed as part of this program are tailored for the users of the National Airspace System and are more relevant, convenient, easily accessible and cost-effective.

The NC Wing members who successfully completed the day long training received an endorsement in their pilot log books for the ground school portion of the G1000 checkout and will receive a certificate in the mail.

Conrad F. D'Cruz, Maj., CAP  
Deputy Director of Public Affairs  
North Carolina Wing  
conrad.dacruz@netswirl.com



Instructor, Maj. Victor Carnevale, describes G1000 operation



L-R: Capt. John May and 1st. Lt. Pete Bohler get an up close look at the G1000

Photos by: Maj. Conrad D'Cruz



# Open House is great success in Person County

The Person County flight of the Civil Air Patrol held an open house in the Palace Point Recreational center south of Roxboro, NC. CAP members from NC wing and Group Two (2) responded to the call for assistance from Flight Leader Jim Thomasson. They, along with the members of the flight, set up booths, displays and tables. Even a CAP Video was continually shown on the large screen. Rocket, Drug Demand Reduction, Emergency services, Aerospace Education were just some of the displays that were setup.

The doors opened at 1300 hrs. And a steady stream of visitors passed through, asking questions about the CAP. A number of young people wanted information on the Cadets programs and where they could join. Lt. Thomasson explained that they were trying to start a composite unit and would do so as soon as he could get a volunteer to head up the Cadet program.

A lot of hand outs were given out along with questions answered. The members of the Person County Flight are to be congratulated for the great show and hard work in their open house event. It was a great success.

Listed below are the CAP members that attended and assisted with the programs:

PCSF: Jim Thomasson, Keith Savoy, Nancy Thomasson, Ken Lawrence, Harold Wade, NC Wing: Lt/Col. Roy Douglass, Major James Williams, Group 2: Maher Nourredine and Joe Morris. From NC 150: Paul Mead and Sankey Blanton. From NC 048: Joel Lipsey and from NC 082: Betsey Troxler and Cadet- Richard Thorne. Also assisting were NC 143: Donald Beckett and William Dunham.

Maj. James Williams  
NC Wing Deputy Director, Public Affairs



Model Rocket Display



1st. Lt. Betsy Troxler at Ground Team booth



The Commo Guy, 1st. Lt. Keith Savoy

Photos by: Maj. James Williams

# NC Wing cadets learn about Army aviation

By: Pfc. B. Todd Willis  
82nd Abn. Div. PAO

CHERRY POINT, N.C. — On a day when the thermometer pushed 100 degrees, more than 110 North Carolina Civil Air Patrol cadets arrived to see a demonstration of the UH-60 Black Hawk helicopter here June 24.

The event introduced Army aviation to the young Cadets during their annual encampment.

The co-pilot, Lt. Col. Jayson Altieri, commander, 2nd Battalion, 82nd Aviation Regiment, 82nd Combat Aviation Brigade, 82nd Airborne Division, didn't mince words when he explained to the group why he flew over 100 miles to meet with the cadets.

"It is important that we go out and do events like this, our best recruiting tool is our Soldiers," said Altieri, who flew numerous combat missions in 2004 and 2005 in support of Operation Iraqi Freedom..

The Civil Air Patrol is a national organization and an auxiliary of the U.S. Air Force.

The organization has an estimated 55,000 members including 22,000 cadets and the world's largest fleet of single-engine piston aircraft, according to its official Web site, [www.CAP.org](http://www.CAP.org).

The cadet program helps young people develop leadership skills, investigate the fundamentals of aerospace science, conduct physical fitness training regularly, build character and participate in exciting activities preparing them to become good citizens.

"A lot of people don't know the Civil Air Patrol conducts 90 per-cent of the nation's search and rescue missions. We as cadets, frequently participate in those missions," said Nick Logel, 19, cadet captain.

Each participant was given the opportunity to sit in the Black Hawk helicopter and speak with the crew about Army aviation.

The cadets asked the crew a variety of questions that included what to expect when going to war, the Army fitness requirements and Army pay.

Out of 100 cadets who came to the event, 11 were chosen to take a 30-minute ride in the high-performance helicopter.

"This is great. How many high school kids get to ride in a Black Hawk helicopter?" commented cadet senior Chief Master Sgt. Jordon Drake, 16.

Reprinted from *PARAGLIDE*  
Submitted by The Fayetteville Composite Squadron



# Cadet Survey

Cadets and Leaders of Cadets:

National Cadet Programs and the National Cadet Advisory Council request the input of all cadets through a Cadet Program Effectiveness Survey. This simple, web-based survey is designed to determine what areas of the Cadet Program should be the focus for our next year's efforts in improving the cadet program. In order to ensure this survey is as effective as possible, please encourage all of your cadets to participate by following the instructions below.

Completing the Cadet Program Effectiveness Survey:

1. Go to [www.ncac.us](http://www.ncac.us) and register for the site using the link in the upper right-hand corner. This is essential in order to prevent fraudulent duplication of results, however only demographic data provided as part of the survey is linked to the survey results. Personally identifiable information is in no way utilized or collected.
2. After completing the registration process, log in to the member's section of the website.
3. After logging in, go to <http://www.ncac.us/page11251.aspx> or click on the "Cadet Program Effectiveness Survey" link found at the top left of any page.
4. Complete the survey following the instructions on the page.

Once again, please spread this information to all of your cadets.

Thank you,

JEREMIAH COOGAN, C/Col, CAP

Chair, NCWG CAC

NCWG Primary Representative

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## A Note of Thanks

Recently, the National Flight Academy (Powered) was held at Blackstone Field, Ft Pickett, VA. At the last minute, some of the aircraft scheduled to be available were not able to fly due to maintenance and unforeseen circumstances so a call went out for additional aircraft support. Lt Col Dave Crawford was asked if NC could help them out and, without hesitation, he volunteered to send a 3rd aircraft. After many changes and sacrifices by other NC aircrews, another aircraft was delivered by NC pilots.

This unselfish action helped make this year's NFA one to be remembered. Of the 24 students who attended, 17 SOLOED! It was a great privilege to be a part of the graduation ceremony and see the determination in the cadet's eyes after their taste of flight. Ladies and gentlemen, we have some great cadets who will be leading this great nation in the field of aviation!

Again, thank you Lt Col Dave Crawford & North Carolina for your support of the National Flight Academy! Fly Safe!

Semper Vigilans

Dominic A Strug, Lt Col, CAP

DCS Operations, Middle East Region



# MER Cadet Leadership School

Last Friday, 18 cadets from across the region graduated from the MER Cadet Leadership School.

The following awards were given out:

Academics: C/Capt Robert Dilley, WV  
Best Brief: C/Capt William Sturdy, VA  
Best Drill: C.CMSgt Joseph Houston, NC  
Spirit Award: C/CMSgt Houston, NC

Class leader C/2d Lt Eric Williams from NC

## Graduates:

|                             |                        |
|-----------------------------|------------------------|
| Barton, Jacqueline D. VA    | Houston, Joseph L. NC  |
| Baughman, Zachary N. NC     | Johnson, Timothy J NC  |
| Blough, Alexander M VA      | Lahr, Kyle W. MD       |
| Childress, Lendon D. WV     | Nadle, Jason C. NC     |
| Clark, Joshua D. VA         | Paterno, Thomas A. MD  |
| Dendrinos III, George A. SC | Robinson, Colby D. MD  |
| Dilley, Robert S. WV        | Spinder, Stephen A. MD |
| Hendry, Joel J. VA          | Sturdy William R. VA   |
| Herman, Mary E. VA          |                        |



Maj Marco Soave and his staff did an outstanding job. A special thank you to TSgt Hampton and Group 56 at Seymour Johnson AFB who supported this activity. The school received some of the best support ever.

Congratulations to all,

Pam Landreth-Strug, Lt Col, CAP  
DCS of Cadet Programs  
Middle East Region

## NC Legislature honors CAP, Chaplain Beacham

This afternoon (June 24th), seven of the members of NC Wing (and MER) were able to attend an incredible, historic event. Both houses of the NC Legislature approved a proclamation honoring Lt. Col. Royce A. Beacham's CAP career and service to our nation and state, and the proclamation also included a recognition of the 60<sup>th</sup> anniversary of CAP becoming the official US Air Force auxiliary. It was a proud moment for CAP in North Carolina and for those of us who hold long standing and fond memories of Lt Col Royce Beacham. More information, as well as copies of the proclamation will be forthcoming, but I just wanted to say how proud I am serving this Wing. It is members like 1Lt Don Penven who work so hard for this kind of exceptional exposure that make this outfit work so well. I am appreciative for the hard work all of you do and I am very pleased with this recognition from our distinguished law makers in Raleigh. We will plan on trying to have a ceremony at Wing HQ recognizing this historic event and framing a copy of the proclamation for hanging in a place of honor. Outstanding!!!

Col. Larry J. Ragland, Commanding  
North Carolina Wing, CAP

See a copy of the proclamation on Page 24 ...

## SUMMER FLYING *Reprinted with permission by the AOPA*

√ Nature's worst — Summer means thunderstorms. Fueled by unstable, moisture-laden air, these natural "heat engines" release massive amounts of energy in the form of extremely heavy rain, severe turbulence, violent up- and down-drafts, lightning, and hail.

√ The reality — Light aircraft and thunderstorms simply don't mix. Airplanes have emerged from thunderstorms with doors blown off, leading edges smashed in, windshields broken out and airframes distorted beyond repair...and those were the lucky ones. Many more have been torn apart in mid-air, or hurled to the ground out of control.

√ Avoidance — Get a detailed weather briefing prior to departure and update it during the flight. When operating around thunderstorms, try to circumnavigate cells by at least twenty miles. If you can't, it's probably best to look for a place to land. Holes between developing storms can close quickly, and staying clear of the clouds doesn't necessarily ensure safety.

√ ATC radar — Air Traffic Control weather radar can be helpful as you attempt to steer clear of thunderstorms, but it's critical to understand the limitations of the service. For more information on using ATC weather avoidance services safely, check out the ASF online course, *Weather Wise: Thunderstorms and ATC*.

### Turbulence and Haze

√ Turbulence — Thermals caused by surface heating can result in light or moderate turbulence—and serious discomfort for passengers (and pilots) who aren't used to being bounced around! During the summer months, try to schedule flights for the early morning or evening, when there's less thermodynamic lifting and convective activity.

√ Haze — Haze can restrict visibility to such an extent that you might not see that airplane (or cell tower, or mountain, or thunderstorm) at your 12 o'clock until it's too late. Be especially wary when flying around terrain in hazy conditions.

√ Above the fray — Climbing above the haze layer can be a good way to maximize summertime comfort. It's not always practical to do, but if you can, getting above the haze means better visibility and a smoother, cooler ride. Likewise, climbing above a scattered layer of low-lying cumulus can result in a smoother ride—just be sure you can get down through when it's time to descend.

### High Temperatures

√ Density altitude — As the air temperature rises, air density decreases—and that means reduced aircraft performance. Remember: as far as the airplane's concerned, the density altitude is the altitude, so be sure to account for it as you plan your flights. If runway length or terrain clearance might be a problem, you may need to carry less fuel and plan shorter legs—or just wait for cooler temperatures.

√ Keep cool! — The cockpit of a typical GA aircraft is a great place to experience the greenhouse effect. To avoid overheating, keep your skin covered, both to protect it and trap perspiration before it evaporates. Drink plenty of liquids, open vents in flight, and keep windows and doors open on the ground. Also consider climbing to find cooler air (unless there's a temperature inversion, of course).

√ Hot starts — After shutdown, residual heat trapped in the engine compartment can boil fuel sitting in the supply lines. The resulting vapor can block the flow of fuel to the carburetor—or the cylinders on a fuel-injected aircraft—and play havoc with your next engine start. Be sure to review the POH (Pilot's Operating Handbook) to brush up on the recommended hot start procedure.

# Middle East Region update

Effective 22 July 2008, Lt Colonel Warren Vest is promoted to the temporary grade of Colonel and appointed as the second Vice Commander of Middle East Region. Col Vest will continue to fulfill the duties of Region Chief of Staff in addition to new duties as the second Vice Commander pending selection of a new Chief of Staff.

The decision to appoint a second Region Vice Commander was made to better meet the demands of Middle East Region. Col Vest demonstrated great skill and experience in his time as MER/CS, and will be an even greater asset in this job. Congratulations to Col Warren Vest on his new roll within the MER Command Staff.

Colonel Joseph R. Vazquez, CAP  
Commander, Middle East Region



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## Protecting your data ... from an article posted to CAPNC by Joe Morris

I've heard of a number of reports this past year about people who have computer hardware failures causing a serious loss of data. These scenarios are all inevitable as PC hardware ages. I, too, have experience with such issues. There are several steps you can take to help minimize the impact of serious data loss.

For starters, move your email to a web based solution offered by many providers such as Gmail (a personal favorite), Yahoo, Hotmail and many others out there. These web based solutions host all of your email data 24x7. This means they are responsible for backing up your data at all times. Some of these providers allow for very large amounts of email, but they do have some limits. Best of all, it's portable. Since it's all web based, no email is actually stored on your personal computer. That means you can have direct access to your email with any web browser with access to the Internet anywhere in the world.

If you are using Outlook Express, use a great deal of caution. While it does a good job at fetching your email from your ISP, backing up and restoring your Outlook Express mail database is a very tedious and complicated process requiring professional help.

Next, consider using online backup solutions. One of the biggest ones is Mozy that does an excellent job at backing up your system. It's intelligent software that is smart about backing up your data files--not your entire operating system and applications. Backing up your operating system and application is not very practical. In a disaster you can restore your system using your original CD's and DVD's. This greatly reduces the amount of data that needs to be backed up. Mozy will handle up to 2GB for free. Anything above that (unlimited) will cost \$4.95/month. The best part about this software is that it handles the backups for you in the background. You don't have to do remember to do backups. It will alert you if there are problems. Unfortunately, solutions like this do take a significant amount of bandwidth and you need a high speed connection to make it practical.

These are just a few solutions that I'm offering here and they're ones that I've been using for years. Please take a moment and play out some "what if" scenarios if you lost your entire hard drive right now. How would you get the data back? How much time would it take? Hard drives have a limited life. Plan for the unexpected.

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### Cessna 1234N:

"Tower, this is Cessna 1234N, 10 miles northwest with yankee, inbound full stop."

### Tower:

"Cessna 1234N, tower. Continue inbound. Report 4-mile final for runway 12 right."

### Cessna 1234N:

"Tower, Cessna 1234N reporting 4-mile final."

### Tower:

"Cessna 1234N cleared for landing. Runway 12 right. Say type, Cessna."

### Cessna 1234N:

"Tower, 1234N is a Cessna 152 Heavy!"

### Tower:

"Cessna 1234N, roger!"

(And before the mike keyed off, there was substantial chuckling in the backgrou

# Raleigh-Wake receives Wal-Mart grant

The NC Wing's Director of Cadet Programs, Maj. Al Therriault, was on hand to accept a Community Service Grant from Wal-Mart Store Manager Gary Stewart and Personnel Manager, Lori Ehrlich. The presentation was made at the store located on Glenwood Ave. in Raleigh on July 1<sup>st</sup>.

Therriault, who also serves as Deputy Commander for Cadets at Raleigh-Wake, stated that the funds will be used to defray some of the fixed squadron expenses and will also be used to finance certain cadet programs. He noted that during the past year the squadron had received major grants from two businesses at Raleigh-Durham International Airport. "Landmark Aviation and Southern Jet both contributed aircraft tie down spaces for two Wing aircraft. This had a combined total of \$2,400.00 of 'In kind' services," Therriault said.



1st. Lt. Don Penven  
PAO, Raleigh-Wake Comp. Sqdn. (NC-048)

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## Changes of Command in Group 2

MER-NC-141

Please join me in welcoming Lt Col John Workman III as Squadron Commander of NC-141. John brings a wealth of talent and Command experience to the unit. Having been a former Group Commander, I'm sure we will continue to witness great leadership that he will demonstrate with his trademark of professionalism. In addition my sincere thanks to Capt John Godfrey for many years of Command service that he performed with distinction. Capt Godfrey will continue to serve in the Squadron in other duty assignments.

MER-NC-022

Please join me in welcoming Capt Andy Wiggs as Squadron Commander of NC-022. Andy will enjoy his first Squadron Command but has formerly served in Group 3 as Deputy Commander. He brings a tremendous amount of experience in Cadet Programs and Emergency Services. Andy is also serving in the capacity as NCWG Emergency Services Director. While working full time for the NC Crime Control and Public Safety Division, As you can see, Andy has a full plate on his table. In addition my sincere thanks to Maj Jon Johnson who has also served for many years with distinction as Commander. Jon will continue to serve the unit as well and continue utilizing the many talents he performs at the Wing level that we all benefit from.

Congratulations to all four of these outstanding Officers. Please support them in whatever duty assignments they continue to serve in.

Best Regards,

Maj Wall

Toby Wall, Maj, CAP  
NCWG Group 2 Commander

# Dumpster Diving Duo Does Down and Dirty Search

On a very hot July day of 95 degrees plus, Coastal Patrol Base 21 UDF members Major Fred Eldredge and Capt. Robert Chambers responded to the call from IC Lt. Col. Wes Surratt to track down an EPIRB signal from somewhere in the vicinity of Oriental, NC.

Narrowing down the signal to the Whittaker Creek Yacht Harbor, they proceeded on foot to locate the EPIRB. The Harbor Master was located and apprised of the situation and gave the go-ahead to check out the marina. Capt. Chambers realized the signal was emanating from a dumpster on the outskirts of the harbor and felt it was inside with the trash. At this point, Capt. Chambers and Major Eldredge donned rubber gloves and started pulling trash bags out of the dumpster. When the Harbor Master saw this, he came forward and related that a visiting boater had come through the night before with two personal EPIRBs and was informed that the USCG no longer considered these particular EPIRBs valid. The boater said he would most likely throw them away, and departed.

Maj. Eldredge and Capt. Chambers continued the search, having been told the county removal truck would be there shortly to empty the dumpster. They removed as much debris as possible, with the Harbor Master joining in towards the end. The two EPIRBs were finally retrieved at the very bottom, with one in the “off” position and one in the “on”. The EPIRBs were both rendered inoperable by removing the batteries.

This isn't the first time this has happened and most likely won't be the last, as boaters begin to realize their EPIRBs are passé. We are endeavoring to get the word out to as many as possible so these incidents won't be the “norm” in the future.

Good work folks!  
Maj. Linda Eldredge  
PAO, CPB21

Photo by: Maj. Fred Eldredge



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## Training Leaders of Cadet Course in August

NC Wing Cadet Programs will be presenting a Training Leaders of Cadets (TLC) Course Aug 23 and 24. Cunningham Field Comp Sq at MCAS Cherry Point has worked out the details with the Marines to offer you free housing for the weekend. Our Grant from NC CC&PS is picking up the tab for materials. Your cost is only travel and food for the weekend. What a bargain.

TLC is an awesome program for our Senior Officer Member Staff working with cadets to get a better handle on how the program should work, special tips and tools and networking with others who are in the same boat as yourself. This program gives us the opportunity to get all units on the same sheet of music, standardize our program from coast to mountains. Learn from what others have done in the past. CAP has been around for a 'few' years now and there is no reason you need to reinvent the wheel. Whatever you are struggling with, someone else has already done it.

Please complete a CAPF17 and forward it to me by Aug 16th. Class space is limited. Don't wait til the last minute.

Send your completed CAPF17 to Wing HQ and forward an email to me regarding your attendance.

We will have check-in on Friday evening for those that wish not to have to drive Saturday morning. Course will begin Saturday at 0830.

Uniform for Saturday and Sunday will be USAF Short Sleeve Blues or CAP Short Sleeve White Aviator Shirt with either Grey or Blue Slacks. NO BDU's, Flight Suits or Golf Shirts.

ALBERT R. THERRIAULT, Major CAP  
NC Wing Director of Cadet Programs  
SARPilot048@gmail.com



# Density altitude high? Know before you fly

*Reprinted with permission from the AOPA*

Throughout a pilot's flight training, there are constant reminders about the detrimental effect high density altitude has on aircraft performance. But when the sky is blue and the summer sunshine is hot, pilots need to be reminded again why it's important to carefully calculate takeoff, climb, cruise, and landing performance during preflight planning.

In addition to your pilot's operating handbook, read AOPA's subject report on density altitude, featuring instructor tips and pilot stories. For more learning tools, articles, and other online resources to increase your knowledge about summer weather, check out the AOPA Air Safety Foundation's Safety Hot Spot: Summer Weather. If your flight path takes you over areas of high terrain, enhance your knowledge with the foundation's Mountain Flying online course, which introduces pilots to the challenges of mountain flying and offers ways to minimize the risks.

Remember that density altitude is pressure altitude corrected for nonstandard temperature: In a sense, it's the altitude at which the airplane "feels" it's flying. Refresh your memory by taking the foundation's Safety Quiz "Aircraft Performance," featuring questions about high density altitude and how it can reduce lift, the efficiency of the propeller, and the power output of the engine.

On a hot and humid day, the aircraft will accelerate more slowly down the runway, will need to move faster to attain the same lift, and will climb more slowly — all of which can cause an accident if the poor performance has not been anticipated.

"Accident reports in the AOPA Air Safety Foundation database indicate that the biggest density altitude-related problems occur when flatlander pilots operate at a higher elevation airport but fill their tanks, load their airplanes in excess of maximum gross weight, leave the mixture full rich for takeoff (as they were taught at lower elevation airports), and operate in what they think are pleasant 70- or 80-degree F mountain temperatures. But those can be killer temperatures," wrote Alton K. Marsh in "Density Altitude: It isn't just for mountains," in the July 2007 AOPA Pilot.

Read details from the foundation's accident database to learn about one pilot's experience while trying to maintain clearance above a forest while at a density altitude of over 10,000 feet.

Bottom line? When in doubt, be flexible on weight, fuel, and departure time.

# NC Wing July SAREX

July 20, 2008

**Burlington, NC** – The NC Wing, Civil Air Patrol began a two-day Search and Rescue and Disaster Relief training exercise on July 19<sup>th</sup> 2008. The purpose of this mission (# 08-T-6116) was to provide Emergency Services training for all participating qualified personnel. The intent was to enable individuals to upgrade their level of qualification and for participating organizations to practice conducting a large exercise. The activity would include planned air, flight line, ground and mission base operations, as needed, to satisfy training requirements.

The Incident Commander (IC) for the mission was Capt. Joe Weinflash assisted by Deputy Incident Commander Lt. Col. Jeff Willis and a team of qualified mission base staff members assisted him. The mission began at 7:00 am with over 130 personnel arriving at the Wing HQ and signing in to participate in the mission roles they wished to train in.

The general briefing commenced at 8:00 am with a prayer led by Lt. Col Richard Harkness. Capt. Weinflash then addressed the assembled mission personnel and emphasized safety as the focus of the mission. He read the ALNOT (search and rescue alert notice) received at 8:30 pm (EDT) on July 18<sup>th</sup> , 2008 regarding a missing aircraft. This would become the main scenario for the training mission.

During the primary mission two additional ELT missions were added to scenarios. Air sorties were launched to locate the ELT signals and then coordinate with ground teams who would silence the transmitters. A total of seven NC Wing aircraft and two squadron vans were deployed for the sorties. There were nineteen air sorties for a total of 27.9 hours.

While the mission was in progress, at approximately 11:30 am (EDT), the National Weather Service upgraded the tropical depression off the coast of the Carolinas to the named tropical storm Cristobal. The effects of the bands of Cristobal were felt far inland and in the areas of where the ground and aircrews were conducting their sorties. The Capt. Weinflash and the mission base team, made a decision to terminate the mission in view of the potential safety hazard it posed to mission crews. The forecast called for the storm to continue to have an effect on the weather of North Carolina in general and specifically over Burlington.

The aircrews and ground teams were recalled to base and the mission was terminated at 1:00 pm (EDT).

During the post mission de-briefing with the command staff of the mission there was a general consensus that the mission was a good experience. Several valuable lessons were learned to help plan the next mission as well as prepare a team to execute an actual mission in the future.

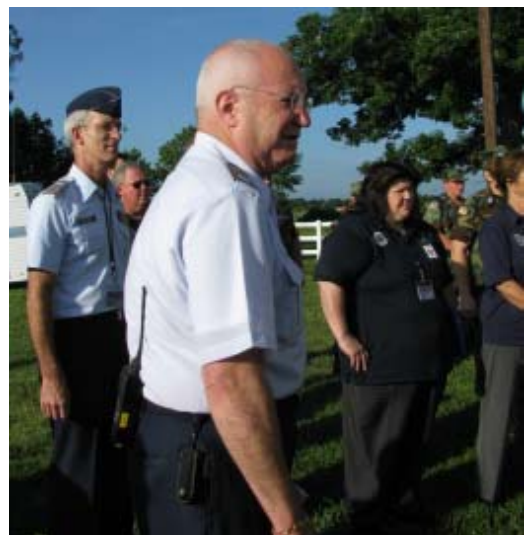
Technical Sergeant Randy Dean, Air Force liaison, who was at mission base observing the operations for the Air Force and State Director was involved in the safety inspections of the airplanes and mission base and said that overall everything he saw during the mission was very good.

Maj. Conrad D'Cruz  
NCWG Deputy PAO

Photos by Maj. Conrad D'Cruz



Capt. Weinflash reviews scenarios with mission staff



Capt. Weinflash at general briefing

# Bring it on! *(From "Over the Air Waves")*

Many experienced pilots have, at one time or another, looked trouble in the eye and had serious doubts about the outcome. Perhaps it was an encounter with severe icing, turbulence, or a thunderstorm. It may have been something simple, like a rough running engine, failed alternator, or declining visibility.

Regardless of the kind of trouble, those who did the right thing at the right time lived to tell about it. Those who didn't likely suffered bad outcomes. Oftentimes the difference can be traced to either pilot assertiveness or resignation.

## *Lesson from the courtroom*

One of my primary students is an experienced trial attorney. She recently related to me one of her first courtroom experiences when fresh out of law school.

Her opposing counsel, an imposing veteran of many years of trial work, would walk up behind her and place his hands on the back of her chair as she was pleading her case.

This behavior was intended to intimidate her, make her lose her concentration, and disrupt her thought process.

At the end of the day, this young trial attorney . . . instead of succumbing to the intimidating practices of her more experienced opponent, walked up to him and said, "*Bring it on, counselor. I'm learning everything I can from you!*" She did and went on to become a very successful litigator.

## *The lesson . . .*

Regrettably, far too many of us give up, give in, and surrender when things go wrong in airplanes. We resign ourselves to unpleasant outcomes rather than rising up and saying, "*Bring it on, I'm ready.*"

There is a mighty lesson for all pilots from this attorney's early court room experience. We can either succumb to the various in-flight threats that beset us or we can say, "*Bring it on, I'm ready to deal with it.*"

For the experienced aviator, this means methodically working through the problem and finding a solution instead of giving up and leaving our fate to chance. For primary or instrument students, it means pressing forward and overcoming the frustrations of learning a new and very challenging skill. *Bring it on!*

Many of us recall the tragic airplane crash that took the life of John F. Kennedy, Jr., his young wife, and sister-in-law back in 1999. According to the NTSB report, young Mr. Kennedy, with about 300 hours of total flying time and about 1/2 way through his instrument training, found himself in declining visibility over the ocean at night while approaching Martha's Vineyard, Massachusetts.

He allowed his airplane to enter a simple banking turn and an associated loss of altitude. Who knows what was going through Kennedy's mind at the time or how he chose to deal with the problem. The correct solution, however, was to simply level the wings.

Keep in mind that Kennedy was piloting a very capable Piper Saratoga, which comes equipped with an autopilot. Another solution would have been to turn this autopilot on, which would have leveled his wings and likely saved the day for this famous family.

Instead, and we can only surmise this from the accident record, Kennedy relied upon instinct to unsuccessfully resolve his worsening situation instead of saying, "*Bring it on, I'm ready.*"

There is powerful lesson in this for us flight instructors as well. We can provide the minimum training necessary to get our students through a two hour checkride. This is good in that it saves both time and money.

Or, we can develop a "*bring it on*" attitude in our students minds by providing them with realistic training experiences similar to the ones they will encounter in the real world of flight.

### *Aggressive stall training . . .*

Agreed, precipitating a load of airframe icing or flying through the heart of a thunderstorm is a bit too much realism even for the most eager students. But we can give them more than a docile maneuvers training. Incipient stall entries, for example, where we recover the airplane at the first chirp of the stall horn or gentle buffet, is no way to teach proper stall prevention and recovery techniques.

Instead, the aircraft should be allowed to develop into a full stall break before recovering. Similarly, we can enter the stall from a 45 degree bank angle (accelerated stall) or mash on the rudder at the stall break (cross-controlled) to induce the first or second turn of a spiral before recovering. In other words, *"Bring it on."*

### *Challenging weather flying . . .*

Curiously, there's no need to retreat to the classroom when the winds kick up or when the ceiling and visibility drops to 400 and 1, even for primary student pilots. Instead, embrace such weather as a unique opportunity to introduce new pilots to the real challenges of weather flying. Show them how to keep the wings level, how to maneuver to VFR conditions and, if equipped, how to use the autopilot. Again, *"bring it on."*

No . . . I am certainly NOT encouraging bold flying habits. Instead, we need to empower pilots to face squarely the many challenges of flight and how not to resign when the going gets tough.

### *Good parents make good flight instructors!*

My good friend, Kenneth Condrell, Ph.D. (psychologist and RV-9 builder) recently authored a best-selling book titled: *"Wimpy Parents: From Toddler to Teen - How Not to Raise a Brat."*

Ken's book suggests strongly that parents be more forthright and direct with their children rather than giving in to their every whim. Dr. Ken suggests that parents should set high standards for their kids and then stand firm in enforcing them. This is good advice to flight instructors, too, when dealing with their students.

We CFI's should take our students beyond the FAA's practical test standards (PTS) and typical training syllabus. We should bring our students into the national airspace system far from the hometown airport and local practice areas. We need to expose new pilots to changing weather and more sophisticated airspace.

Someday, I am going to write a book similar to Dr. Condrell's. I am going to title it, *"Wimpy CFIs: From Students to Veteran Airmen - How Not to Raise Hazardous Pilots."*

Whether practicing law, raising children, or providing flight instruction, the message is the same. We must instill a *"bring it on"* attitude so that future pilots will not fall victim to the things that can hurt them aloft. We need to develop the mental fortitude and airmanship skills necessary to truly master the world of flight.

Regrettably, this is not being done as often as it should. As a result, far too many pilots, as the NTSB accident files confirm, are ill-prepared to meet the challenges that often await them.

Bob Miller, ATP, CFII  
[rjma@rjma.com](mailto:rjma@rjma.com)  
716-864-8100

# NCWG Cadets Score Orientation Flight on Air Force Refueling Mission

Twenty-four North Carolina Wing cadets and senior members were treated to an orientation flight aboard a KC-135R Stratotanker on 29 AUG. The flight originated at Seymour Johnson AFB, and was provided by the 916<sup>th</sup> Air Refueling Wing, Col. Fritz Linsenmeyer, commanding.

After a briefing by Col. Caroline Evernham, the 916<sup>th</sup>'s OPS commander, and MSgt Mark McElmurry, boom operator instructor, cadets and seniors were bussed to the flight line where they boarded the KC-135. Taxiing to the runway, the KC-135 was preceded by a flight of six F-15E Strike Eagles, which would be the receivers of the fuel. In the cockpit of the KC-135 were pilot Capt. Ashley Cowan, and co-pilot 2<sup>nd</sup> Lt. Quentin Mueller, a member of Goldsboro CAP NC-126.

The two and a half hour flight, cruising at FL23, traversed eastern North Carolina and the Outer Banks. Cadets and seniors observed the refueling from two pallets flanking the fuel boom operator, T/Sgt Steve Stanton, who also provided in-flight briefings. Stanton pointed out that most of the crew are Air Force Reservists; their civilian jobs range from urban forestry to process engineering.

The orientation flight was arranged by NC-126 S/M George Wolfe and Capt. Chris Melcher, with assistance from 916 ARW Public Affairs Assistant Donna Lea.

Maj. Mary Ann Fleagle  
PAO, Cunningham Comp. Sqdn



Cadet pre-flight briefing by C/SMSgt Sophie Rynas



Cadets board KC-135 by Maj Mary Anne Fleagle



Boom master and Cadet Phil Davis by Maj Mary Anne Fleagle



F-15 prepares to refuel by Maj Mary Anne Fleagle



**FOR IMMEDIATE RELEASE**

**CIVIL AIR PATROL NATIONAL HEADQUARTERS**

*Citizens Serving Communities: Above and Beyond*

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July 23, 2008

### **CNN's Miles O'Brien featured at Civil Air Patrol public affairs event**

MAXWELL AIR FORCE BASE, Ala. – CNN correspondent Miles O'Brien will be among the featured speakers when Civil Air Patrol public affairs officers from across the nation meet at the Gaylord Palms in Kissimmee, Fla., on Aug. 5-6 for the 2008 CAP PAO Academy.

Other high-profile speakers will include Col. Mike Caldwell, deputy director of public affairs, Secretary of the Air Force Office of Public Affairs, The Pentagon, Washington, D.C.; Mike Strickler, public affairs operations officer for Air Force North at Tyndall Air Force Base, Fla.; and Lt. Col. Cindy Ryan, national public affairs team leader who handled international media relations during CAP's month long search in 2007 for adventurer Steve Fossett. In addition to the search for Fossett, O'Brien covered the onslaught of Hurricane Katrina in 2005 and the loss of Space Shuttle Columbia in 2003.

The event also will include presentation of the Maj. Howell Balsem CAP Public Affairs Exceptional Achievement Awards to PAOs for outstanding performance in a variety of categories. The awards ceremony will be held Aug. 6 at 4 p.m. in Osceola B, Gaylord Palms.

"CAP's 900 PAOs across America work tirelessly to help the communities we serve understand who we are and what we do," said Brig. Gen. Amy S. Courter, CAP interim national commander. "Professional development opportunities such as this one ensure that CAP members have the resources and the skills to reach their full potential as volunteers."

Civil Air Patrol, the official auxiliary of the U.S. Air Force, is a nonprofit organization with more than 56,000 members nationwide. CAP performs 90 percent of continental U.S. inland search and rescue missions as tasked by the Air Force Rescue Coordination Center and was credited by the AFRCC with saving 103 lives in fiscal year 2007. Its volunteers also perform homeland security, disaster relief and counter-drug missions at the request of federal, state and local agencies. The members play a leading role in aerospace education and serve as mentors to the nearly 22,000 young people currently participating in CAP cadet programs. CAP has been performing missions for America for more than 66 years.



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July 23, 2008

## **Civil Air Patrol members honor excellence, chart future at annual conference in Kissimmee, Fla.**

MAXWELL AIR FORCE BASE, Ala. – More than 650 Civil Air Patrol members from across the nation will gather in Kissimmee, Fla., for the 2008 Civil Air Patrol National Board and Annual Conference to be held Aug. 6-9 at the Gaylord Palms Resort.

The conference theme, “Citizens Serving Communities: Above and Beyond,” is also CAP’s new compelling message. It describes the spirit of Civil Air Patrol’s civic-minded citizens who serve their communities through aerospace education, search and rescue, emergency services and cadet programs.

The annual conference provides members the opportunity to further their professional development, network and help chart CAP’s future.

As part of CAP’s ongoing commitment to the professional development of its members, CAP will offer more than 50 learning labs on Aug. 8-9 and seven preconference courses on Aug. 5-6. Topics will include disaster relief, homeland security, communications, safety, aerospace education and public affairs. Also, exceptional CAP members will be honored for their service in 21 categories during an awards ceremony to be held from 8:30-9:45 a.m. on Aug. 9.

In conjunction with the conference, members of the CAP National Board, CAP’s governing body, will meet on Aug. 7 from 2 to 5 p.m. and on Aug. 8 from 10:30 a.m. to 3 p.m. The board’s agenda will include election of a national commander and a national vice commander.

The keynote speaker for the conference banquet is Air Force Lt. Gen. Allen Peck, commander of Air University at Maxwell Air Force Base, who will speak at 7 p.m. on Aug. 9. Peck leads the intellectual and leadership center of the Air Force, graduating more than 50,000 resident and 120,000 nonresident officers, enlisted and civilian personnel each year. Additionally, he is responsible for officer commissioning through Officer Training School and the Reserve Officer Training Corps. His background includes graduation from the U.S. Air Force Academy in 1975, two tours on Air Staff at the Pentagon performing as a key planner for the air war over Serbia and assistance in planning and execution of coalition air operations for Iraqi Freedom and Enduring Freedom.

The Florida Wing, host of this year’s conference, has more than 90 local units throughout the state and more than 3,500 members -- 2,137 adults and 1,406 cadets. Gainesville Composite Squadron cadets recently won the color guard competition during CAP’s 2008 National Cadet Competition in Dayton, Ohio.

# NC Legislature Joint Proclamation

**Presenting this proclamation on the twenty-sixth of May, two-thousand and eight, marking the 60<sup>th</sup> anniversary of the signing of Public Law 557, which made CAP the official auxiliary of the United States Air Force; and to honor the life and service to one of CAP's finest, Chaplain Royce A. Beacham.**

WHEREAS, during World War II, volunteer aviators of CAP's Coastal Patrol distinguished themselves valiantly, flying more than 24 million miles during 86,000 over-water missions — a total of 244,600 flight hours — to help win the battle against U-boats that were preying on coastal shipping; and

WHEREAS, CAP volunteers spotted 173 subs, attacked 57, hit 10 and sank two; called in aid for 91 ships in distress; saved 363 survivors of sub attacks; discovered 17 floating mines; and flew 5,684 special convoy missions; and

WHEREAS, inspired by the highest sense of patriotism and pride in their mission, fifty-nine members of these courageous aircrews died, 26 were lost at sea and seven others were seriously injured; and

WHEREAS, today CAP continues this tradition of service before self as one of the most unique volunteer organizations in America, consisting of everyday heroes — from pilots, teachers and youth mentors to technology experts, communicators, chaplains and more; and

WHEREAS, whether performing search and rescue missions or helping communities recover from floods, wildfires, tornadoes, or hurricanes, CAP members are there to aid their nation; and

WHEREAS, coming full circle from its beginnings in World War II, Civil Air Patrol is again performing homeland security missions, assisting the Air Force in ensuring the skies above our nation are safe by flying target-intercept training missions for U.S. military pilots; and

WHEREAS, Chaplain Lt. Colonel Royce A. Beacham could trace his family history back to the first flight of the Wright brothers at Kitty Hawk; and

WHEREAS, Chaplain Beacham could trace his personal history to the defending the U.S. Coast during WWII, and could say that he was present for both the 50<sup>th</sup> and 100<sup>th</sup> Anniversary of the First Flight at Kitty Hawk; and

WHEREAS, Chaplain Beacham and his father, John L. Beacham, assisted others in setting up the first CAP Squadron in Manteo in 1941, and had served with CAP Squadrons in Greenville, SC, Durham, NC and the Raleigh-Wake Composite Squadron, NC, where he remained an active Chaplain until being admitted to a nursing facility in 2006; and

WHEREAS, Chaplain Beacham never flaunted his special relationship with history, and never thought of himself as being special because of it. He had a higher calling into the present, and the future, based upon his relationship and calling from God; and

WHEREAS, Chaplain Beacham translated his calling into such willing and caring service to and for others. The service he rendered had a special measure of gentleness and tenderness, of care and concern for others; and

WHEREAS, Chaplain Beacham, during his many years of service to CAP, was honored by being named 1984 CAP National Chaplain of the Year, 1997 NC Wing Chaplain of the Year and 2004 Middle East Region Chaplain of the Year; and

WHEREAS, Chaplain Beacham obtained a Ground Team Rating and Mission Observer Wings in Emergency Services. He also received ribbons for Rescue Find, Air Search and Rescue, Disaster Relief, Senior Recruiting and many Commander's Commendations; and

WHEREAS, Chaplain Beacham was laid to rest on Friday, March 14, 2008 in Raleigh, surrounded by his many CAP comrades

WHEREAS, CAP's Missions for America have impacted the lives of many of our countrymen, as has the life of Chaplain Royce A. Beacham; and

NOW THEREFORE BE IT RESOLVED THAT on this day, the twenty-sixth of May, two-thousand and eight, the 60th Anniversary of CAP's being made the official auxiliary of the U.S. Air Force, the North Carolina Legislature extends its greatest appreciation to the Civil Air Patrol, and extends to the family of Chaplain Lt. Colonel Royce A. Beacham our deepest and heartfelt respects.



# Sights on Safety

By: Capt. Dan McCollum  
NCWG Safety Officer

August is here and the Summer Season is in full bloom. Traditionally, the end of this month marks the beginning of the real Hurricane season in North Carolina with the peak occurring in September. Normally, we have time to prep for hurricanes, but just last month a tropical storm formed on the Georgia-South Carolina coast and was upon us in a day or so. Now is the time to finalize all your preparations for the storm season.

It's also the time of the year when Summer weather seems to bear down with heat, humidity, and haze. For pilots, flying at lower altitudes can be uncomfortable and challenging.

## DENSITY ALTITUDE

Hot, high, and humid weather conditions can change a routine takeoff or landing into an accident in less time than it takes to tell about it. There are three important factors that affect air density.

1. Altitude. The higher the altitude, the less dense the air.

2. Temperature. The warmer the air, the less dense it is.

3. Humidity. Humidity is not generally considered a major factor in density altitude computations because the effect of humidity is related to engine power rather than aerodynamic efficiency. At High ambient temperature, the atmosphere can retain a high water vapor content. High density altitude and high humidity do not often go hand-in-hand. However, if high humidity does exist, it would be wise to add 10% to your computed takeoff distance and anticipate a reduced climb rate.



Density altitude effects are not confined to mountain areas. They also apply at elevations near sea level when temperatures go above standard (59 F or 15 C). It's just that the effects are increasingly dramatic at the higher elevations. Takeoff distance, power available (in normally aspirated engines), and climb rate are all adversely effected, and while the indicated airspeed remains the same, the true airspeed increases. Too often, a pilot who is flying in high density altitude conditions for the first time in an aircraft with a normally aspirated engine becomes painfully aware of the retarded effect on the aircraft performance capabilities.

Density altitude is not to be confused with pressure altitude, indicated altitude, true altitude or absolute altitude, and is not to be used as a height reference, but will be used as determining criteria for the performance capabilities of the aircraft. The published performance criteria in the Pilot's Operating Handbook is generally based on standard atmospheric conditions at sea level (59 F to 15 C and 29.92 inches of mercury).

When the temperature rises above the standard temperature for the locality, the density of the air in that locality is reduced and the density altitude increases. This affects the aircraft aerodynamic performance, and decreases the horse power output of the engine. Pilots should make a practice of checking their aircraft performance charts during preflight preparation. This is important when temperatures are above normal regardless of airport elevation."

Visit the link below for more information concerning density altitude.

<http://www.customaviator.com/content/view/27/23/>

## HURRICANE/DISASTER PREP

Although the state is still enduring drought conditions at one level or another, rains and urban flooding have already hit some parts of the state this summer. Please exercise caution when flood warnings are announced in your area. Visit this web page for more information concerning driving hazards and flood waters, courtesy of Major Sankey Blanton.

<http://www.nws.noaa.gov/om/brochures/TheHiddenDangerEnglish.pdf>

Make sure that you are ready for any natural disaster by developing a family disaster plan. The folks at NOAA have gener-

ated a very good outline of topics that should be included in a typical disaster plan. They are listed below:

- Discuss the type of hazards that could affect your family. Know your home's vulnerability to storm surge, flooding, and wind.
- Locate a safe room or the safest areas in your home for each hurricane hazard. In certain circumstances the safest areas may not be your home but within your community.
- Determine escape routes from your home and places to meet. These should be measured in tens of miles rather than hundreds of miles.
- Have an out-of-state/out of region friend as a family contact, so all your family members have a single point of contact.
- Make a plan now for what to do with your pets if you need to evacuate.
- Post emergency telephone numbers by your phones and make sure your children know how and when to call 911.
- Check your insurance coverage - flood damage is not usually covered by homeowners insurance.
- Stock non-perishable emergency supplies and a disaster supply kit.
- Use a NOAA weather radio. Remember to replace its battery every 6 months, as you do with your smoke detectors.
- Take First Aid, CPR and disaster preparedness classes.

Now is also the time to finalize your disaster supply kits. Be prepared to be on your own for 72 hours. Have food, water, medicines, sleeping gear, toiletries, money, and other supplies to survive for 3 days. For a useful checklist, go to this site: [http://www.nhc.noaa.gov/HAW2/english/prepare/supply\\_kit.shtml](http://www.nhc.noaa.gov/HAW2/english/prepare/supply_kit.shtml)

Have a great August and a safe one, too.

Watch your Six.....

LtDan