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ON THE COVER: Biloxi,
Mississippi, as seen from a
CAPflight, post-Katrina.

Commander's Comments

By Colonel Virginia Nelson



Credit Due

Recognizing Our Volunteers in the Spirit of \$76

CAP dues for California's senior members changed October 1. Cadet dues remain the same.

Did that get your attention?

After careful deliberations, the Wing's Finance Committee decreased annual dues for senior members by a dollar, going from \$77 to \$76. Here's the breakdown: \$35 goes to National Headquarters (NHQ), \$5 is earmarked for Pacific Region, and \$36 flies back to California Wing.

A little context may be in order. Each May, Wing commanders are asked if they want to change their Wing's dues for the upcoming fiscal year, which runs October to October. Last year CAWG raised the Wing portion of senior members dues from \$35 to \$37, which would have made membership dues \$72, or \$6 a month. After CAWG notified NHQ of the intended change, the National Board voted to raise the national portion of the dues by five dollars and offered a photo ID card for an additional four dollars. (As of this writing, the Air Force has not approved the design of the photo ID card, and NHQ is not accepting applications for this



Col. Virginia Nelson
Commander, California Wing

new ID card until that happens.) That explains why CAWG dues jumped from \$70 to \$77 last year.

Where does the CAWG portion—around \$72,000—of your membership dues go? First, CAWG proportionately redistributes \$5 per member to each Group headquarters to offset their expenses. And while Wing HQ's building is rent-free, we still pay a substantial phone bill (averaging \$350 a month), subscribe to a DSL, and disburse for IT equipment upgrade and maintenance. We also pay over \$12,000 annual rent for our communications repeater sites. We are fortunate to have a full time administrative assistant, Sue Lundstrom, who acts as the Wing secretary and processes all of the CAPF108s so

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Flirting with Disaster

In Mississippi, General Glasgow Pulled CAP from the Mud of Inter-agency Indifference to the Terra Firma of Life-Saving Ops

Brig. Gen. Rex E. Glasgow, Civil Air Patrol's National Vice Commander—who resigned his position in November—and Incident Commander during CAP's Response to Hurricane Katrina in Mississippi, interviewed by Capt. Gregory Solman, California Wing Public Affairs.



DEVASTATION BELOW: A CAPflight's view of Waveland.

Can you summarize CAP's post-Katrina participation in a single line?

Two hundred fifteen members from 17 wings around the country participated on the ground and in the air, and we saved lives.

How would you rate our response time?

The Mississippi members initially flew several air sorties and commenced looking for our own members. Within hours of my arrival there was a mission number issued and tasking assigned. Then the NOC [National Operations Center] contacted additional crews and we operated without incident, I'm proud to say. We didn't have an accident—not even a twisted ankle or scratch, working in excess of 14,000 man-hours in the field—until the accident after it was over, when members were returning home.

What happened?

Members driving home were involved in a non-injury crash in a corporate van. A semi-tractor trailer swerved trying to avoid a deer strike and instead struck our vehicle, which was forced off the road into the ditch, hitting a tree. Unfortunately, cadets—who were not supposed to be deployed in the first place—were involved. I do not feel that this was a case of 'get-home-itis.' But we all know Murphy's Law applies. Protecting our members was a primary issue, and cooperation from the membership must be a priority. The few mistakes we experienced were all deviations from instructions and briefings.

Was CAP efficiently tasked by other agencies?

Other than the initial air task-



INTER-WING COOPERATION: Maj. Russell Melvin of the Texas Wing briefs a Tennessee Mission Pilot.



NO PAPER TIGER: Gen. Glasgow writes a letter with Maj. Owen Younger.

ing there was no other work. That's one of the reasons the National Commander sent me in. To my knowledge, there are no MOUs [Memoranda of Understanding] established in Mississippi. That's quite unlike many other wings and the Iowa Wing where I'm from, where we have

an underground facility we use, have a seat and computer station, and we practice with other agencies. In my opinion, if CAP isn't on the agencies' checklist, the possibility of being tasked is diminished. In other words, we build the relationship ahead of

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Clearing Up Coverage

By Lt. Col. Mike Prusak, USAF • California Wing Liaison Officer

What FECA and FTCA Should Mean to You

For several months now I have provided California Wing with monthly mission numbers for those people authorized to participate in Air Force Assigned Missions (AFAMs). Here's a summary of the coverage that participants in AFAMs can expect to come with those numbers.

FEDERAL EMPLOYEES' COMPENSATION ACT:

FECA provides for the payment of workers compensation benefits to civilian officers and employees of all branches of the government of the United States. FECA has been extended to CAP volunteers or their survivors for injuries or death resulting from injuries sustained in performance of duty while in service to the United States, so if you are injured or killed in the performance of duty during an AFAM, you or your proper dependant could submit a FECA claim. Each case of injury or death is unique. The

Department of Labor (DOL), upon receipt of a claim from HQ CAP-USAF/JA (JAG) will independently review the facts and circumstances of each case to determine if FECA coverage exists.

Here are a few fine points of the law:

- CAP Cadets under the age of 18 years are not covered
- Without AFAM status, CAP is not acting as an instrumentality of the USAF and is therefore operating on its own corporate mission. Missions performed for state and local agencies are normally not assigned an AFAM number and FECA does not apply
- "Performance of Duty" means active service in connection with an AFAM, and travel to and from that service. Travel status implies traveling to the beginning, while in

performance of, and after the completion of an AFAM. Periodic travel other than during Performance of Duty may not be covered by FECA.

FEDERAL TORT CLAIMS ACT:

Under FTCA, the federal government may be held liable for the negligent or wrongful acts or omissions of CAP volunteers in the performance of duties during an AFAM. An "injured third party" is anyone suffering property damage, personal injury, or death arising from activities under those conditions. To recover under FTCA, the injured third party must show that the injury or damage to property transpired during an AFAM. So what about you? CAP volunteers, 18 years or older, whose personal injury or death claim is covered by FECA, cannot make a FTCA claim. FECA is their only remedy.

This article only intends to impart a basic understanding of your coverage and should not be construed as a legally binding interpretation of the law. Check with your squadron or group Legal Officer for an expanded understanding of your coverage and rights.

Finally, I cannot overly emphasize the importance of members knowing what they are qualified to do during an AFAM. The best insurance is that which one never needs to use.



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time. Before I arrived, Col. [John] Wilkes [Commander of Mississippi Wing CAP] offered CAP resources to MEMA [Mississippi Emergency Management Agency] and I'm told they kindly shook his hand and thanked him for the offer, but it became obvious there was no immediate interest.

How should it have worked?

As in all missions, CAP needs to have an official tasking request and be issued a mission number for reimbursement and insurance coverage. I know it is difficult to sit and wait, but until this is completed and there are adequate resources available to support our members we can not deploy. Initially that is why I was the sole team tasked, to offer assistance and establish the work—find a customer.

Can't our tasking come directly from the Air Force through National?

Certainly, some tasks come down from 1AF [1AF/CONR] or Northcom and were handled by the NOC, but other requests come from the local agencies in the field. Our regulations prohibit us from deployment without such tasking. In one situation in the planning stages the local sheriff did not want us in his county, hence we aided in the four counties that realized our assistance was beneficial. Again, Mississippi Wing did not have a pre-existing relationship with MEMA.

What would have happened if you had been rebuffed or ignored?

It is possible we would have had to stand down and not participate. Can you imagine the



VIEW FROM THE TOP: National Commander Maj. Gen. Pineda and Mississippi wing Commander Col. John Wilkes during a damage assessment.

corporate liability exposure if an accident would occur without FTCA/FETA coverage? Why would we want to place our members' families in such a position if something terrible occurred? The other consideration is that without authorization we would not have received food, water, fuel, a place to set up, et cetera. We can't just go out and do it ourselves.

Was it difficult getting assets deployed?

Yes, initially. The NEC had a meeting the night before the hurricane hit. We put out a call. One: Please do not self-deploy. Two: Update WMIRS [Web Mission Information Reporting System]. (Assets were being called in that were not ready to be used—actual examples were, for example, indications aircraft were available when in reality they weren't. One needed an oil change in three hours. One needed the starter replaced the next day. At this writing, the NOC has recently changed the input capabilities to

list such comments in WMIRS.) And three: Wait for the NOC or your region commander to activate you. It took a few hours of meetings with the customer to decide how to execute the mission. I worked with the Incident Commander to decide what we needed and then the NOC was notified of the request for ground and air assets. The IC, Air Branch Director, Ground Branch Director and I then went back to the EOC for meetings to discuss the specifics. One obvious concern was the need for motor fuel. I brought 165 gallons with me. Mississippi members were staying at the HQ because they did not have enough fuel to drive home when they lived locally! We also realized that an HF radio, satellite phone, a porta-potty, water supply, food and fuel were required at each forward site we wanted to establish. Fortunately, we had generators so the forward mission bases would have electricity. We

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worked out all these concerns as the first teams were moving in.

What were the breaks in chain of command?

There were some misunderstandings with two of the first wings as they deployed. One did not have a sortie number nor did the NOC know they were inbound. We were aware of the other wing. However, in both cases the requested personnel roster of members participating was not forwarded to the NOC before departing. Had this occurred, the cadets under 18 would have been identified and stopped.

When did you finally deploy?

On Thursday, September 1, Maj. Gen. Pineda tasked me. In less than twenty hours we departed with a trailer hauling the fuel, two generators, MREs, water, tents, satellite phones and radios, along with our 72-hour and personal field gear. We arrived as the sun rose on Saturday the 3rd and shortly after some semblance of a mission base and staff came together. When I arrived after a 14 hour drive, on what was to be our first official day of operations, there was no tasking, no funding. Working through the Emergency Preparedness Liaison Officer (AF-DOD) and the state director, CAP was authorized a total of \$200,000. (Not bad, considering we started at \$5,000.) Then MEMA said, “We don’t think Cadets should be here”—because of environmental hazards, possible emotional trauma. Not good. The legal side of the house warned of injury with later claims, and cadets who might need trauma counseling. I compromised, agreeing to limit de-



SPONTANEOUS DRYDOCK: A CAP volunteer covers the waterfront.

ployment to cadets 18 or over. I protested that our cadets are well trained and capable, but you could easily have a situation where cadets would not necessarily be working with their home teams, and you don’t know how they will react. In any case, the compromise was necessary to the MEMA/AFENSEP-CAP agreement that our funding was dependent upon.

How did you handle deployment in areas of looting and shooting?

There was no lawlessness where we were, always north of I-10. MEMA tasked the Coast Guard with all search and rescue. They triaged all their calls into Green (imminent danger), like people on rooftops; Orange (medical emergencies); and Yellow (general welfare and safety). [Coast Guard] Commander [Donald] Thompson asked us to work on Orange missions. There was only one potentially violent incident. One member of the Critical Incident Stress Manage-

ment team, who was instructed to stay at the base for counseling, deployed himself with a ground team. He was met at the door by a lady with a handgun. She explained that the radio had been warning that official personnel would be in groups, not alone. He left. Again, not following briefing instructions. For safety and efficiency we deployed ten to 12 ground teams of five to six each, and some took seven, using a driver to leap frog between two teams. We established three forward command posts. Pascagoula (east side of state, on the coast) to work Jackson County, Wiggins (center of state, 30 to 40 miles north of the coast) to work Stone County, and Stennis (west side of state, on the coast) to work Pearl River and Hancock counties. GIS mapping printed out gridded maps of one square mile numbered sections. The teams were to de-conflict themselves—as we realized that with road hazards and terrain conditions we could not

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micro-manage the system employed—to efficiently cover the most ground possible.

Who was handling mission information?

I put out several releases myself, and conducted several interviews with local television and National Public Radio. Again, we had only one unfortunate incident. The wing that self-deployed talked to the press as they were preparing to leave. And the wire service ran a story about how children barely able to support themselves were supporting residents of Mississippi and made allusions to 14-year-old home schoolers in hazardous conditions. Which is odd, considering they hadn't been tasked yet, much less been deployed to a forward area or known what their assignment was to be.

Could you have told the underage cadets to go home when they arrived, or say they could only participate as non-CAP volunteers?

That was a consideration. However they were here and CAP had just agreed we would be working in each of these counties immediately. Other replacement troops would delay our initial progress, so it was decided to keep the cadets at the forward command posts, not deploy to the field and rotate them out on the six day rotational schedule.

Is it feasible to say, “Take off your shirts and work as civilians?”

When we are tasked by CAP, utilizing CAP assets such as vehicles and equipment, and arrive under the pretense of CAP, we can not change that status. The



CANVASSING FOR COUNTRY: Cadet Capt. Maureen Arscott logs the result of an interview.

conception that taking off part of the uniform makes you a civilian is just not true. We all represent CAP and have certain rules to work under. Just because a member does not like the reg or rule does not allow them to deviate. Instructions and briefings are to prepare the teams for the challenges they will face and how to operate under these conditions. This is basically for their protection as well as the corporation.

What went against your expectations?

We simply didn't have the resources, even working around the clock, to check everyone's qualifications and see if they met the proper criteria. General Pineda had a great idea with this C4 [Command and Control Coordination Center] concept. Had we realized how busy the NOC would be, or how large a mission this would be, I'm sure the decision to stand up the C4 would have been earlier. In my opinion, the C4 should be given authority to check the manifest and coordi-

nate with the NOC, for all the sorties in and outbound. There were also flaws in how information was passed down the line. There were waivers of liability given to cadets under 18, for example, where there is no such a release available.

What went according to your expectations?

The cooperation of the teams, the amount of work they were able to do under extreme circumstances, and in emergency situations. They performed in a superior fashion without direct immediate supervision, and were able to overcome great obstacles. In any command you have to assign a task and give members the authority to complete that task. Our members were quite well trained for their tasking. We made a difference to the citizens of Mississippi. We saved lives.

What went wrong?

Comm was an initial problem. There was little cell phone access. There were no phone lines for-

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ward. We normally seem to be very dependent on e-mail and cell phones. Even satellite phones, which we got from the Great Lakes Region, had an 80 percent failure rate. We've decided that they can be the answer. (NHQ is buying six for such future deployment.) The only problem with satellite phones is that they got saturated. The networks were busy. Between satellite phones, high bird FM, and HF we got along. VHF-FM worked only with a high bird up, and we had three to four up every day, out of Jackson mission base air assets. Repeater stations were on buildings that were wiped out. We started with passing info then got airborne relays (which necessitates commercial pilots). We also had to retrieve data sheets on a daily pick up. Finally, we had a glitch in the software of the HF radios' Automatic Linking Establishment. When A team talked to B it was perfect; but when C came on the network, it would cut out communication to one or another. National is aware of this problem and working on a resolution. So it was suggested to divide up spectrum space by the hour. Everyone was instructed to move up the band at prescribed times until they found one that worked.

What went right?

Most all the members listened to instructions and completed their tasking in a professional manner. I was very proud of CAP. The majority came prepared. My experience has showed me that in disasters you see the best or the worst in people. This includes members as well as victims. I saw tremendous acts of heroism. Our



DOOR TO DOOR: CAP collected information for MEMA, visiting some 592 houses and 1,316 hurricane victims the first two days on the ground.

members demonstrated that we can operate in a multi-wing environment under extreme conditions and perform in a superior fashion. I was especially impressed with the Mississippi Wing members. They continued working long hours when their own homes had significant damage. The Wing Commander himself worked several days, then went home, bailed out his house, came back and worked another day, then returned home to tear up and remove the carpet and then come back for more CAP! What incredible dedication. I was pleased to have the opportunity to provide assistance and it was a pleasure to work side by side with the national commander. I'm not sure I remember a circumstance where the senior leadership has had such an active role, in the trenches along side everyone. It was neat to work that closely with the various wings, pilots, ground-pounders and General Pineda. Florida Wing CAP bought, and

brought up, two fuel containers we filled to 250 gallons each (that's the legal limit). These were staged at Stennis and Wiggins. The Chevron refinery in Pascagoula opened up its doors to any federal agency for free fuel. CAP members sent packages of treats for the cadets; notes and letters that inspired all of us. These communiqués were distributed to the field. Florida CAP members gathered donations of necessities, such as paper towels, toilet paper, canned goods and shipped them up to mission base. What a treat, after eating MREs for days!

What surprised you the most?

Until about my twelfth day, about 85 percent of people we checked on, door to door, said that CAP was the first uniformed individuals the citizens have been in contact with. Another surprising observation was the number of neighbors that were living in communal style. It was apparent from the field data sheets that

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often several neighbors congregated under one roof to share resources—extreme community spirit as well as adding safety in numbers.

Do you understand the frustration of members who were waiting to be deployed and never were, or who said the alerting orders then came too abruptly—“hurry up and wait and hurry up again”?

Yes, but they also need to appreciate our situation. About the seventh of the month, the Coast Guard stated they’d probably be wrapping up their operations on the 9th, therefore we could work that day and head home the 10th. I thought there was a need to continue, but there was pressure on military resources to wind down. I spent numerous hours trying to find us other tasking. NEMA [National Emergency Management Association] Medical loved the data we were collecting. They actually weren’t sure who was providing the info, but were converting it into a database used by the state to locate citizens and assist with residents’ needs. It looked like the 9th was our last working day until about noon that day, when the mission was extended until the 13th, going home on the 14th. Within minutes the request for more ground teams and air support went to the NOC and C4. I know that there was feedback that I, or we, did not allow for enough advance notice, but the truth is that you knew moments after approval was complete. I certainly would have rather had the extension on the 7th and given 48-hours notice to the replacement



SHELTER FROM THE STORM: Gen. Pineda and Maj. Hamilton distribute tarps and supplies.

teams, but that option was not available. If we had requested teams to come in before and then not have the continuance, the teams would have been sent home upon arrival and not reimbursed for expenses. To me, it appeared the second option would irritate members and possibly waste their time. There also could have been a situation where, if there was no tasking, there would be no FECA/FTCA insurance coverage for the in/outbound trips. Any injuries or accidents—as there was—would have placed our members in a compromising situation. We can only advise you once we know! Also, General Pineda commented that in Florida last year there had been a lot of help in the earlier stages, but two and three months down the road it had been difficult getting commitments. With that advice, and not knowing if this would go on for three weeks or three months, we couldn’t afford to bring the masses in at the beginning.

What’s on your “hindsight is 20/20” list?

A Chevron refinery gave us, as a governmental agency, all the gas we wanted for free. But it was an 8-hour round trip from Pascagoula to Jackson. One of the things we overlooked was to tell members in the field to notify mission base before they ran out, but instead the only contact was when they were already empty. Members were unrealistic about their readiness to report for duty. I think they were thinking that if they predicted deployment in 36 hours, we’d call someone closer. But members typically showed up late. So, please, provide realistic arrival times that allow for safe passage, and be concerned with the length of your duty day. But we have learned many valuable lessons and hopefully will improve upon our mistakes. We did good. We made a difference. We saved lives!



Introducing . . .

The ESsy Awards

*From the Top of Mount Shasta to the Border of Nevada,
These are the Missions that Sing the Wing's Praises*



Courtesy: New Media Department, Sequoia Development Group

Editor's Note: Eagle Call asked Lt. Col. Steve Asche, Director of Operations, Maj. Jan Ostrat, Deputy Director of Emergency Services, and Capt. Bob Keilholtz, Director of Emergency Services to recognize the outstanding achievements in Emergency Services missions for the year, running from October to October. They considered a combination of objective criteria—rapidity of response, unusual endurance, skillful crew resource management, outstanding intelligence gathering, utilization of training, communications deployment—and subjective experience, their gut instincts. We added endorsements from some of the Wing's busiest ICs, including Lt. Col. Ron Butts, Maj. Burt Kingsbury, and Maj. Jon Wordsworth. Missions were winnowed from a longer list. The result is the first annual ESsy Awards. We can at least imagine what the statuettes would look like—and the dresses of the women who'd present them! —Capt. Greg Solman

Perseverance on Pause

Date, Mission:

11 FEB, 05M209A

Incident Commander:

Capt. Eric Templeton

Briefing: A pilot who departed from Fresno for Santa Monica is reported missing. Weather is inclement, with strong winds, rainstorms and snow in higher elevations. Pilot reported extreme turbulence over Gorman, with ceiling descending rapidly. The FAA Flight Control Center in Palmdale loses radio and radar contact. Meanwhile there is a possibly related ELT report in the Los Angeles basin. Weather has all crews on standby.

Find: Cessna 210 wreck found by Kern County Sheriff's department at 34 deg 57' N by 118 deg 45' W using coordinates provided by CAP, near Tejon Ranch. No survivors.

Citations: Asche: "This mission showed outstanding utilization of remote resources and coordination of Command and Control. We were making do with very



difficult communications conditions. It required great perseverance and patience because of the weather. Once you get geared up to go, 'on hold' is a tough position. There was also great communications between various agencies, especially FAA, NTSB, the Kern County Sheriff's department, for which we provided the inter-agency communication.

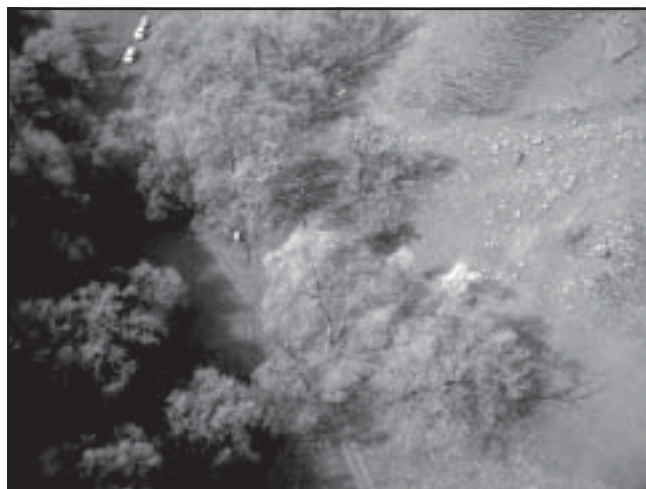
This was a good search, involving excellent coordination." Butts: "This incident would have been extremely difficult to find from the air, as it was in a very small canyon with heavy tree cover."

And the ESSy Goes to...

Lt. Col. Ron Butts, Ground Branch Director, Lt. Col. Steve Asche, Ground Team Leader and On-Scene Commander, and Capt. Eric Templeton. Skillfully utilizing topographical maps and the last-known heading, the CAP team plotted map coordinates so precise, sheriffs were led to within 20 yards of the actual wreckage. Bakers-

field Composite Squadron 121's ground team: Lt. Col. Asche, Lt. Col. Butts, Lt. Col. Alan Ferguson, ground team leader; Lt. Col. Gail Mizner, 1st Lt. Bill Ambrosecchia, 1st Lt. Mike Dickerson, and Cadet Brandon McNamara, ground team members.

Continued on page 19 . . .





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Searching from (Tree) Top to (Canyon) Bottom

Date, Mission:

11 NOV, 04M2460A

Incident Commander: Maj. Jon Wordsworth and Lt. Col. Steve Asche

Briefing: A plastic surgeon flying from Bakersfield back to Santa Barbara is missing. A CAP aircrew flies out of Bakersfield, and a ground team is dispatched from Santa Barbara. An exhaustive route search begins, turning into a mile-wide grid search. The aircrew hears a very faint ELT, but the Air Force Rescue Coordination Center has received no satellite hits.

Find: Piper Saratoga PA-32R, located at 34 deg 41.7' N by 119 deg 38.7' W. The pilot hit the highest point of the highest elevation on his route, struck the tops of the trees, and flipped into a canyon below. Three on board. No survivors.

Citations: Keilholtz: "This could have turned into a needle in a haystack search. The crew did a great job of spotting debris in the bottom of a canyon. The Mission Observer spotted the damage to the trees at the top of the hill. That's what we teach in class, so that was an outstanding utilization of training."

Asche: "At the wrong time of the day, the crew might not have spotted it. One of the things we teach in IC training is that just because you didn't spot it in the morning doesn't mean you won't see it in the afternoon."

Ostrat: "The Bakersfield crew has been particularly responsive to the ES program in California. And because of that, they've been involved in significant missions with finds and saves. They're not sitting back and waiting for us to tell them where the target is."

And the ESSy Goes to...

Capt. Rob Custer, 1st Lt. Dave McCarthy, and 1st Lt. Shanna Williams, aircrew, Bakersfield Composite Squadron 121; Lt. Col Anthony Upton, Capt. Ed Ruwe, and SM Pat Coady, ground team, Santa Barbara Squadron 131.



Continued on page 54 . . .



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Five Tips For the Big One:

Glasgow's Bullet Points for Dodging Disaster

- 1 Always be prepared to be totally self sufficient for six or seven days. Don't count on anything. Know where to access communications gear, generators, GPS units, and whatever assets you may need. Bring MREs, water, toilet paper, et cetera. Expect nothing to be provided for you.
- 2 Don't expect to be able to use your cell phone. Make sure your family back home knows that it may be a while before calling home. If the disaster is local, make a plan with a distant relative or friend that family members can coordinate and check in with.
- 3 Bring extra fuel if possible and safe. Fuel was in such short supply some people couldn't even leave when they wanted to, much less perform ground missions. The larger generators burned more than five gallons per hour. Without electricity, flashlights went through batteries fairly quickly. Even with generators you need portable lighting.

Katrina Effort Earns AIM Points

The Air Force Commends CAP as a 'Force Multiplier'

Capt. Joe Burkhead, deputy commander of seniors at Yuba-Sutter Composite Squadron 19 at Beale AFB, as well as an active duty Air Force officer, forwards the following from the USAF's AIM Points daily summary of 20 September 2005:

"Members of the Civil Air Patrol (CAP), the Official Air Force Auxiliary, have provided critical support to recovery efforts in the aftermath of Hurricane Katrina. Volunteers from throughout the United States have answered the call for help. CAP members have conducted numerous Air Force Assigned Missions to support Federal Agencies. They have flown 389 sorties ranging from search and rescue to imaging of key infrastructure to transport of key personnel; conducted 102 ground missions surveying 3,300 houses; and stood up command and control facilities throughout the Area of Operations.

CAP members use state of the art technology to accomplish their missions. Recently, CAP members used their newly fielded Hyper-Spectral Imaging (HSI) system to conduct surveys of the Mississippi River for the Army Corps of Engineers. The images gathered will provide a wealth of information for the Corps and hopefully speed recovery efforts.

The CAP provided and will continue to provide for the United States and the Air Force unique, cost effective capabilities and is a true force multiplier.

SENIOR LEADERS ARE SAYING...The Civil Air Patrol continues to actively engage in Katrina relief operations, providing the Total Air Force state-of-the-art information about key infrastructure. Having already flown 400 missions, CAP members ensure the security of civilians and their homes in the affected areas of the Gulf Coast. It is a force multiplier for the Total Air Force. Airmen couldn't perform their duties in the Gulf Coast without CAP support.[AF/XOS, Sep 05]"

- 4 Practice communications exercises. Make sure you can throw up a radio and it will work. The FM should be for close range, accessible to a repeater if possible, to extend their range. HF needs to reach 50 miles as well as 150 and 500 miles. Satellite phones are great and even more useful

if equipped with a datalink cable so you can fire up the laptop, if your battery is charged.

- 5 Utilize other wings and their resources. We are one team—Team CAP—not 52 different entities. Share, assist and trust in one another.

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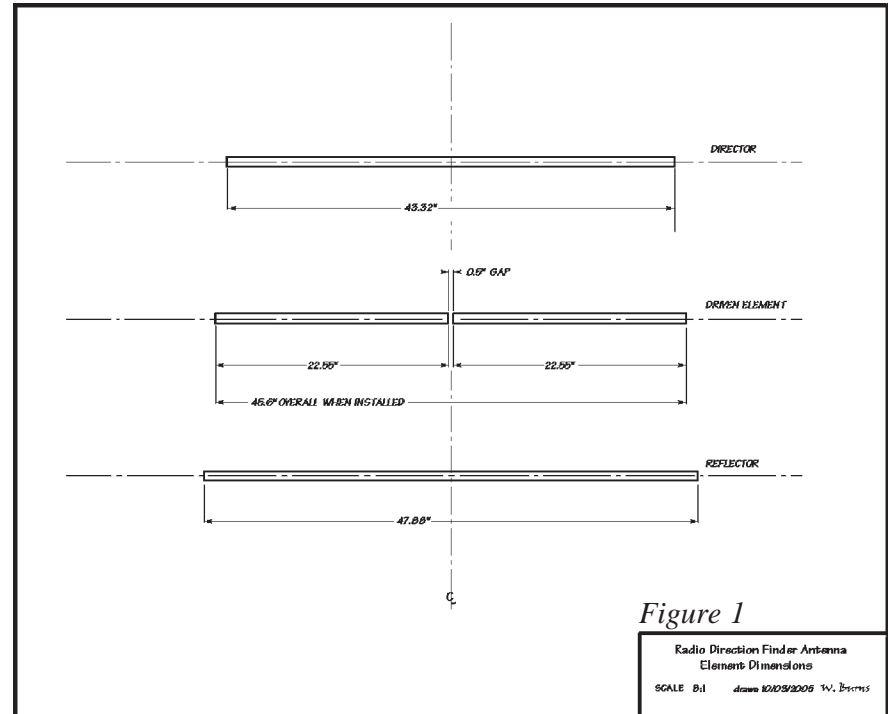
In Search of the Perfect Sticks

By Saman Seneviratne, Ph. D., Clover Field Composite Squadron 51

Sam Seneviratne Takes Hand-Built DF Equipment in a New Direction

SANTA MONICA—Among very high frequency (VHF) antennae that can be constructed easily from commonly available materials, a “Yagi” (named after its inventor) provides the greatest gain and directivity, and thus the greatest overall effectiveness. Enthusiasts, typically amateur radio operators, who participate in local “fox hunt” competitions—in which a well-concealed transmitter is the object of search by competing “hunters” with various antennae—find that a receiver with a Yagi antenna is as good for accurate long-distance direction finding as any equipment, even that costing thousands of dollars more.

The economy, utility, portability, and durability of Yagi antenna make them ideal for Civil Air Patrol squadrons needing Direction Finding [DF] sticks. Squadrons desiring several units to supplement factory-built equipment for the convenience of multiple search-and-rescue teams will appreciate the affordability and ease of construction. Critical response time is decreased by having the equipment readily accessible in a vehicle, rather than locked up at squadron headquarters. It’s also good to know how to make them during periods when pricey, factory-built sticks are languishing between models, awaiting various approvals, and unavailable. For those reasons, many squadrons will find it desir-



able, if not necessary, to build their own units.

While even a coat hanger can capture an ELT [Emergency Locator Transmitter] signal, a sharply directional antenna is needed to locate the signal from a distance. That said, designs found on the Internet—variations on a combination of plastic pipe frames, steel measuring tape elements and a handheld receiver—are not necessarily right for locating an ELT, and building a properly designed antenna can avoid future frustration in the field. Yagis built for fox hunts work in the 144 MHz band but don’t work optimally on the ELT bands relevant to Civil Air Patrol missions, 121.5 MHz and 243 MHz.

The greater an antenna’s length and number of its director elements, the greater its gain and directivity. However, added length and elements detract from portability and ease of aiming. Three elements — one driven element, one reflector and one director — are a good compromise.

When considering element length, note that length is a function of wavelength (inverse of frequency). Again, since ELTs operate at 121.5 MHz, element lengths and spacing designed for 144 MHz are unsuitable. Builders will find that by sticking to the specifications of the diagrams below—especially with respect to the length of elements (*see Figure 1*)—they will have constructed a

Continued on page 25 . . .



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DF Equipment

Continued . . .

unit in “tune” with the receiver for optimal use at 121.5.

Elements made of one-inch wide steel measuring tape are recommended. The driven element impedance of 75 ohms should be matched to the 50 ohm coaxial line leading to the receiver by a wire link (serving as an inductor), shunting the driven element’s poles (see below). The width (or diameter) of antenna elements influences, to a small extent, the resonant length of the elements as well as the frequency-selectivity of the antenna. The broader the element, the shorter it should be.

Constructing the Mast and Beam

Common half-inch (nominal size), Schedule 80 PVC pipe and fittings are light, cheap, readily available, easily machined and sufficiently strong when applied to the framework of the search antenna. In addition to the essential crosses and tees, other fittings such as oblique elbows and a range of plastic electrical conduit fittings can be used (see Figure 2).

Joe Leggio, the legendary dean of fox hunt antenna designers, has found that “the best matching network turned out to be a ‘hairpin match.’”¹ This is a short but accurately cut length of wire connected across the feed points of the driven element (see Figure 3).

Leggio continues: “The antenna has some capacitive reactance without the matching network. The length of wire has just enough inductance to cancel the capacitive reactance.”² Leggio found that this “resulted in a better match than anything else”³ he

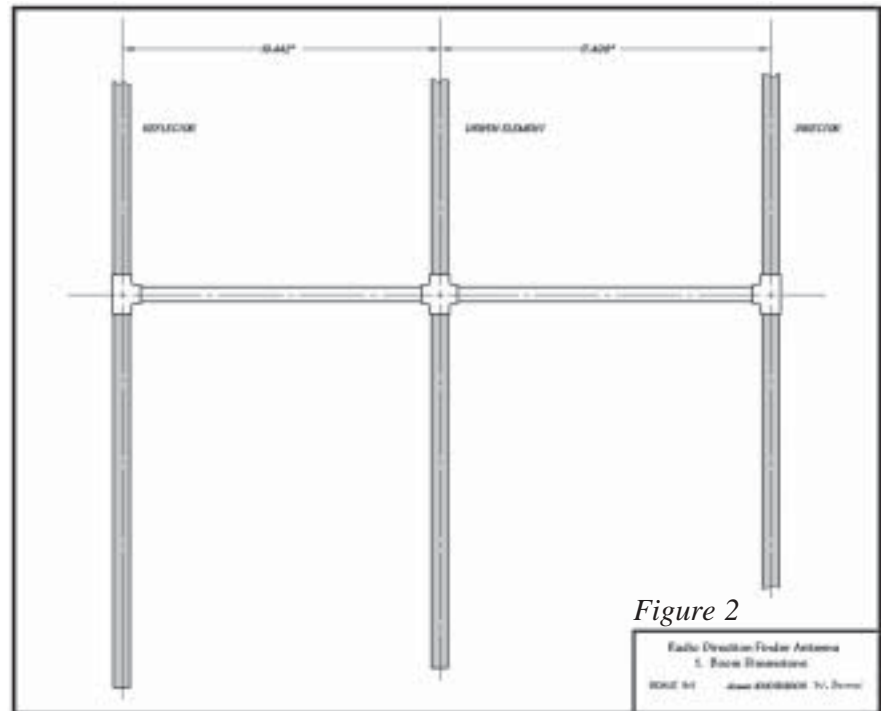


Figure 2

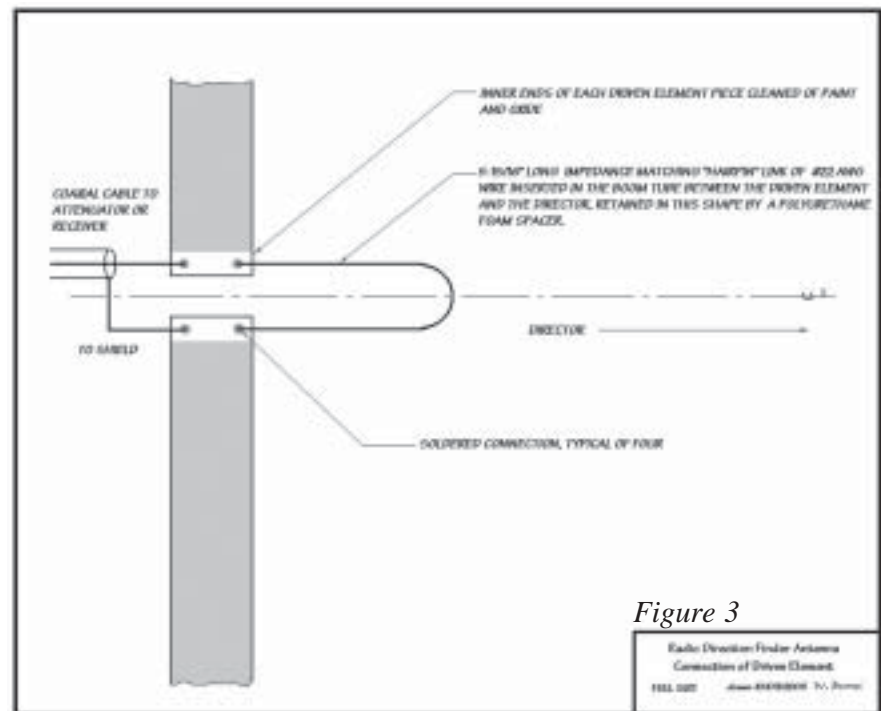


Figure 3

had tried.

In constructing the equipment, coat the cut ends of the tape elements with plastic tool-handle insulation to reduce the hazard of eye injury. Solder the matching wire and RG-58 coaxial cable to

pre-tinned spots on the tape—rapidly, with a hot iron, to avoid melting the plastic cross. The ends of the driven elements can be cleaned and tinned with the aid of acid soldering flux. Using

Continued on page 27 . . .



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Continued from page 1 . . .

that our members are reimbursed promptly. Her salary is paid out of your dues.

Some of the money goes to reimburse Wing staff members when they are required to travel. For example, this past year CAWG sent its legal officer, counter drug officer, director of operations, commander and vice commander to conferences that required their participation. The regulations also require reimbursement to the Inspector General for costs incurred during inspections and complaint investigations.


Then there's postage, office supplies, and the cost of an outside audit. Wings are required to

have an outside auditor inspect their finances each year to ensure that all the money is accounted for. Last year's audit cost \$4,500 and NHQ paid for it. No Wing dues go towards aircraft maintenance; very little goes to vehicle upkeep. Most of these expenses are covered by NHQ or through our Memorandum of Understanding with the state of California. Cadet activities are paid out of the cadet dues and program fees.

The Wing's Finance Committee meets every four to six weeks and reviews the Wing's current finances and expenses. An internal audit is conducted quarterly. The finance committee is very careful with the Wing's money. We live within our budget.

In considering the dues decrease the Finance Committee

recognized that most senior members incur many additional costs, including annual squadron dues, while volunteering as CAP members. You also spend your time—a very precious commodity—volunteering to make your communities, state and nation a better place, be it through mentoring cadets or participating in emergency services or aerospace education.

Since the Wing is financially sound, we felt we could lower the dues of our senior members as a gesture of recognizing all the time and money you donate to Civil Air Patrol. Thank you for your continued service. The next time you get your renewal notice from NHQ, think of it as only \$6.33 a month to belong to one of America's finest volunteer service organizations. 

DF Equipment

Continued . . .

eutectic solder (63 percent tin, 37 percent lead) makes it possible to work fast and still avoid a "cold solder" junction. It is possible to use mechanical junctions here, but those deteriorate in moist weather and make more difficult adjusting the standing-wave ratio [SWR] by changing the spacing between driven element halves.

A special note to cadets: When Mr. Leggio mass-produced this antenna as a club project, he marked the pipe and used a portable jigsaw to cut the lengths in assembly-line fashion. It actually took longer to measure the pipe than to cut it. Since the pipe is available in ten-foot lengths, you can make a few beams from a single 10-foot length. In any case, you might want to cut a few extra

lengths for your friends.

Diagrams, technical review and prototyping were accomplished through a joint project partnership with former U.S. Army Veteran William Burns. His relentless critiquing of prototypes and countless hours in his garage workshop devoted to helping me have led to designs that are not just well tuned, but weather proof and more practical. Burns is not a member of the Civil Air Patrol, yet volunteers his time and effort to support the emergency services cause of CAP.

Every version of prototype taught us something more. While this article is about the simplest yet most practical design, there are eleven prototypes that range from ones with active attenuators built-in to ones that are built with

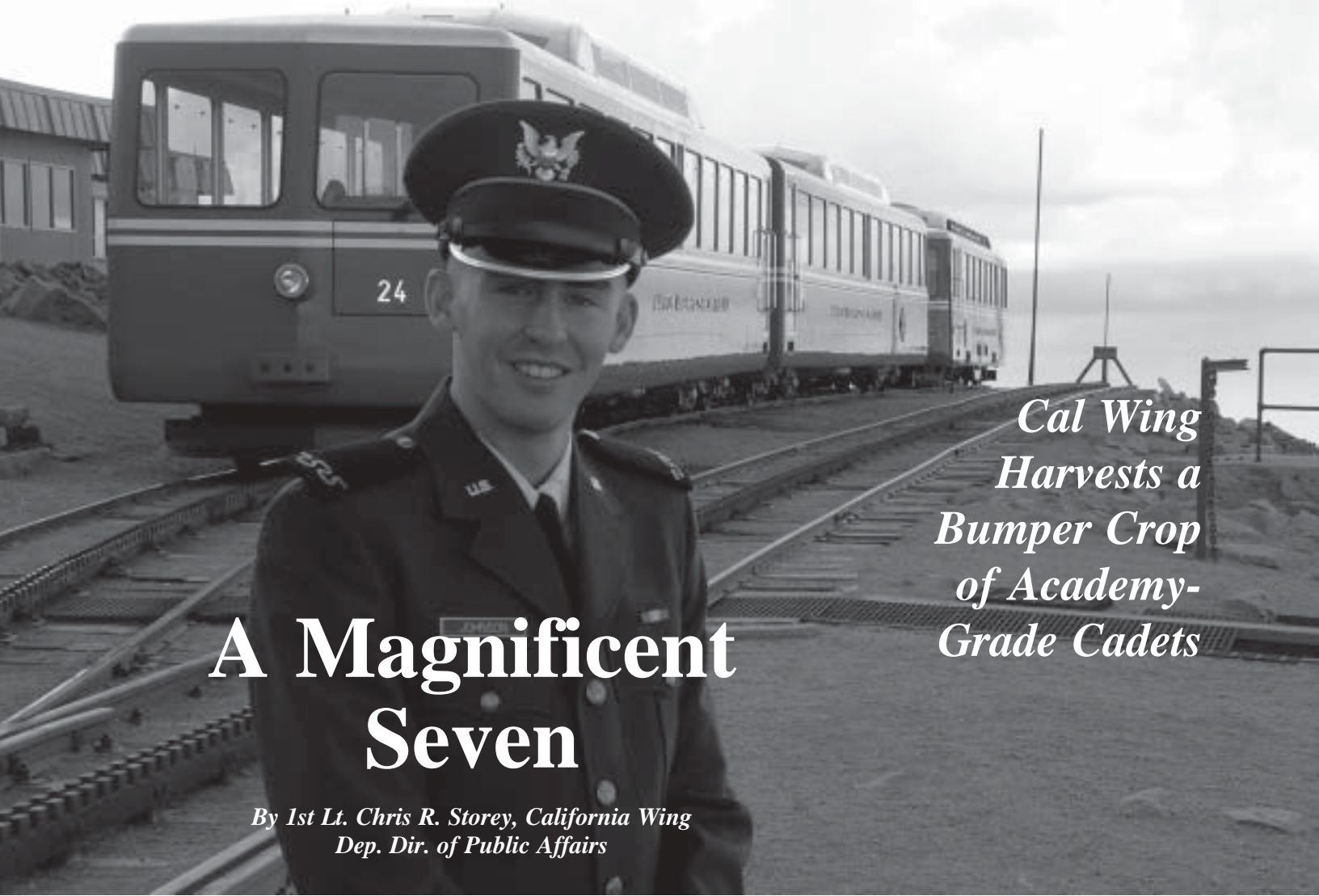
wrist strain reduction in mind. For more information about the prototypes and overall effectiveness as well as continuing dialog, contact the author via email at sseneviratne@cawg.cap.gov.

Author's note: This article is not intended to be a critique of factory-built antenna, such as those units built by Bob Gordon's L-tronics, Santa Barbara. Gordon is an active CAP member who invested in his own company specifically to serve CAP's need for direction-finding equipment. The new and improved L-per, soon to be available from L-tronics, will serve a purpose beyond hunting ELTs, such as in locating stuck microphones and finding repeater stations and pirate transmitters. I'm confident that many CAP squadrons will find them very much to their liking.

^{1,2,3} Joe Leggio WB2HOL, *Tape Measure Beam Optimized for Radio Direction Finding*

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*Cal Wing
Harvests a
Bumper Crop
of Academy-
Grade Cadets*

A Magnificent Seven

*By 1st Lt. Chris R. Storey, California Wing
Dep. Dir. of Public Affairs*

LOS ALAMITOS—Seven cadets from Civil Air Patrol’s California Wing—five from Group 7 alone—entered military service academies this year.

The Group 7 cadets enrolled at both the U.S. Air Force Academy in Colorado Springs and at the U.S. Military Academy at West Point this summer. Northern California squadrons boast two cadets at the Air Force Academy.

Never in the history of Group 7 have this many cadets entered service academies at once, said Lt. Col. Hugh Cahill, Group 7 Commander, who oversees the ten CAP squadrons in Orange and San Diego counties.

“It’s rare that we see a half dozen cadets from an entire state going to the academies, but here

in Group 7 we have five cadets going,” Cahill said. “That’s unheard of. Acceptance into any of the United States military service academies is an accomplishment in itself, but having this many from a single Group make it even more unique.”

California Wing’s historian argues that this year’s total represents a continuation of a proud Cadet-program tradition. “Between five and seven cadets from the California Wing typically receive appointments each year to the various military service academies,” said Lt. Col. Charles Wiest.

The Group 7 contingent includes Cadet Col. Kyle McClure, Cadet 2nd Lt. Natasha Marakowski, Cadet

Senior Master Sgt. Aaron Mackie, and Cadet Tech. Sgt. Justin Miller, who all received appointments to the Air Force Academy, and Cadet Col. Brian Jensen, who marched off to West Point.

McClure, who graduated Escondido High School, plans to major in physics and ultimately become an Air Force pilot. A member of CAP for eight years, McClure served as a Flight Commander and Cadet Commander of the Skyhawks Composite Squadron 47 at Camp Pendleton, Oceanside, near San Diego.

McClure earned the most prestigious award in the cadet program, the General Carl A. Spaatz Award, named after the first U.S. Air Force Chief of Staff. The Spaatz award, earned by less

THEY’VE ARRIVED: C4C Trevor Johnson (above) is among the five cadets from Cal Wing now in Colorado Springs.

than one percent of all CAP cadets, is awarded after passing a rigorous four-part examination including aerospace education, leadership, a personal essay, and a physical fitness test.

Marakowski, who graduated Sunny Hills High School in Fullerton, will study architectural design. A four-year CAP veteran, she served in multiple leadership positions culminating in being named Cadet Commander of the Fullerton Composite Squadron 56, south of Los Angeles. Marakowski's interest in the Academy began four years ago, before she began her first year of high school, when she set a goal to attend the nation's top military service academy.

Mackie graduated Huntington Beach High School in 2004 and recently attended Golden West College, also in Huntington Beach. He will study military strategic studies and ultimately wants to train as an Air Force

Continued on page 31 . . .



JUST OFF THE BUS: *The class of 2009 gets its first taste of drills to come.*



BLUES MARCH: *Class of 2009, nearing induction.*



CADETS UNDER WING: *Cal Wing cadets now take their marching orders from the Academy.*

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Continued . . .

aviator. After four years of CAP service Mackie rose to First Sergeant of the Saddleback Composite Squadron 68, in nearby Costa Mesa.

Miller, a graduate of Santa Margarita High School in Rancho Santa Margarita, will study political science. A cadet for two years, Miller was a First Sergeant at Skyhawks Composite Squadron

Continued on page 33 . . .



Justin Miller wants to study political science.



Natasha Marakowski has designs on studying architecture.



Brian Jensen: From Air Force Blues to the Long, Gray Line.



Gregory Magram will note the behavior of his fellow pilots.



Aaron Mackie: A year at Golden West, a career in the Wild Blue Yonder.



Kyle McClure plans to study physics—and flying.



BLUE FROM THE SKY: *Johnson and Drum and Bugle Corps mates march on to the field of honor.*

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Continued . . .

47 as well as the commander of its color guard when it won numerous honors in local, state, regional, and national competitions.

Jensen graduated Mira Mesa High School in San Diego and plans to study behavioral psychology with an emphasis in leadership studies at West Point. Jensen, a member of San Diego Cadet Squadron 144 for six years, was California Wing's 2004 Cadet Officer of the Year. Jensen also earned the Spaatz award.

Northern California squadrons also contributed to the year's bumper crop. Cadet Capt. Gregory Magram, a 2004 graduate of Lincoln High School in San Jose,

Continued on page 35 . . .



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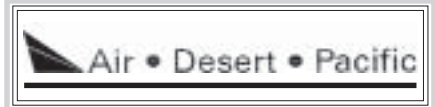
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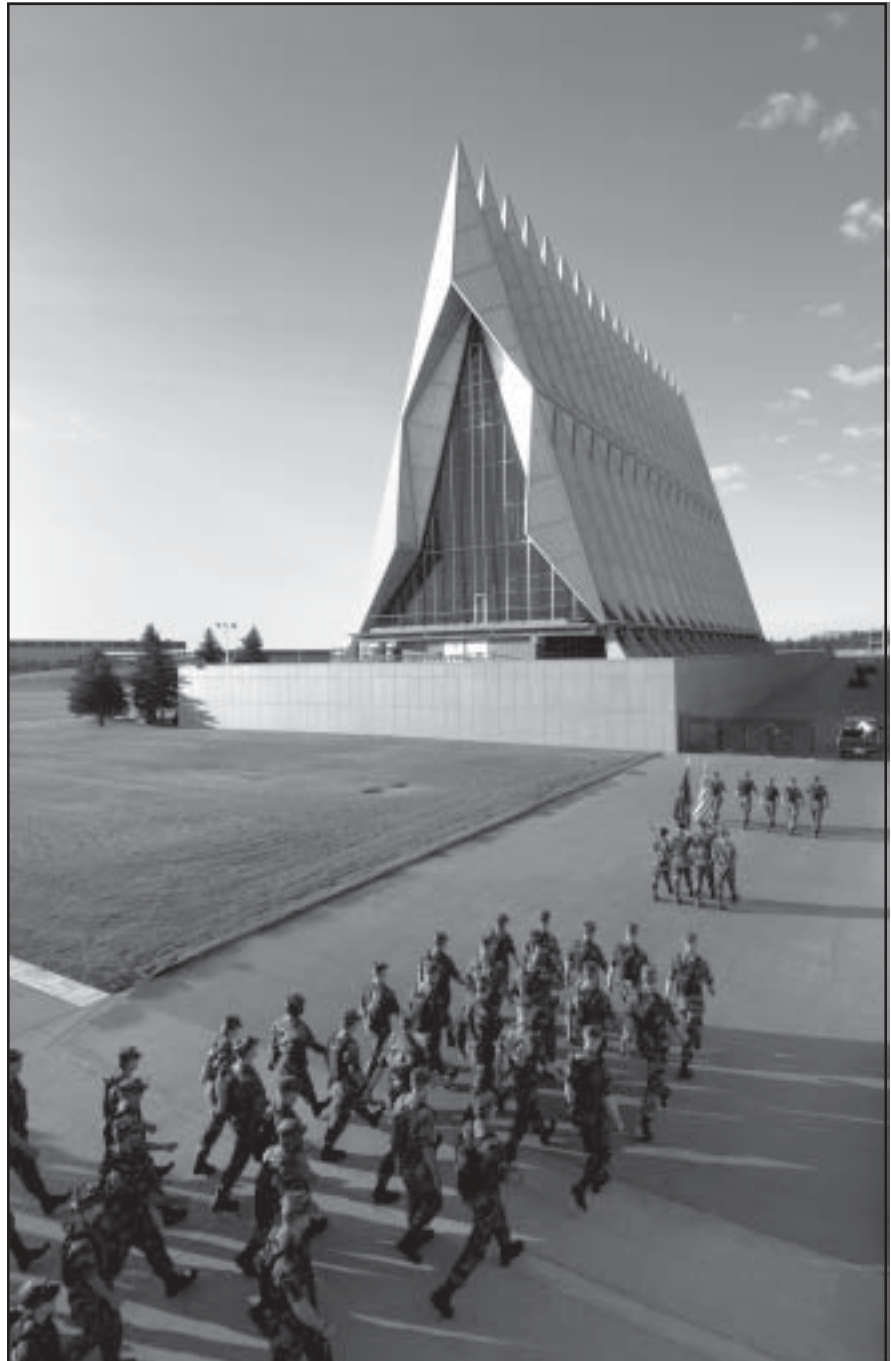


SALUTED: Brig. Gen. Johnny A. Weida, Commandant of Cadets and Commander, 34th Training Wing, at the Air Force Academy, honors the class of 2009.

recently attended nearby De Anza College, Magram will study behavioral sciences at the Air Force Academy with a minor in Arabic language studies. Magram, who also aspires to become an Air Force pilot, rose to Cadet Commander of John J. Montgomery Memorial Cadet Squadron 36 at Reid-Hillview Airport in San Jose during five years in the cadet program.

Cadet Capt. Trevor Johnson, a cadet for three years, graduated from Rio Americano High School in Sacramento and will study astrophysics at the Academy. Johnson served as the Cadet Executive Officer of Sacramento Cadet Squadron 14. He wants to make the Air Force his career and eventually train as a flight navigator.

“California Wing for years has had an outstanding training



MARCHING ORDERS: Cal Wing contributed five cadets to an Academy class of nearly 1,400.

program for our cadets,” said Col. Virginia Nelson, California Wing Commander. “We are all excited to see these cadets enter the academies and feel the cadet training they received will continue to

benefit them in the years to come. We look forward to seeing them progress through the academies and in their military careers.”





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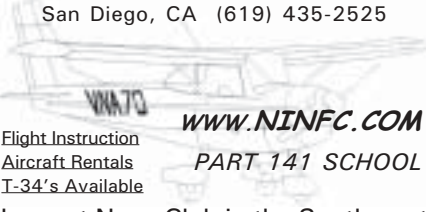


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BEFORE THE CRISIS: Fernandez was recruited by his wife to provide extra eyes around the pool.



MANY HAPPY RETURNS: Fernandez, along with the "save" of a lifetime.

VAN NUYS—For those medical professionals who daily deal with life and death situations, what happened to me one Saturday last July might seem fairly mundane. But saving a life was a first for me.

My wife and I chaperoned our two children to a birthday party for our friends' five-year-old son. As if she had an intuition for what might happen, my wife insisted that I go because it was a pool party and she wanted to make sure there were extra eyes on our children.

The party itself—centered on a typical fenced-in pool surrounded by a two-story apartment complex—went well, eventually moving indoors for cake, games and a piñata. As my wife and I were rushing around to leave, I heard someone say there was a kid in the pool—without mentioning that he had fallen in or was drowning.

But I was already sensing that something was wrong. One of the mothers was on the edge of the pool, pointing into the water, where a boy was apparently flat on the pool bottom. I yelled for someone to pull him out while I ran toward the fence. (That was my first good decision: Flustered, I found myself struggling to open gate I was pulling the wrong way, while I heard the splash of someone jumping into the pool to pull him out.) In the distance, I saw the child—motionless on the edge of the pool—and the mother standing beside him, crying.

As I approached the scene I was thinking: "Why me? I'm not ready for this. This can't be happening." I couldn't summon a single memory of the squadron CPR training classes. (Ironically, my CPR refresher course was scheduled for the following weekend.) Two things I knew: The boy only had minutes if it wasn't

already too late, and there was nobody else to help him.

The mother left the boy on his back, face up. His eyes were half open. A mixture of water, air and birthday cake was foaming from his mouth and nose. He was cold to the touch. There was no pulse. Based on when I'd last surveyed the pool scene, I assumed he'd been under water for more than three minutes.

I rolled him on his side and checked his mouth with my finger and yelled "Somebody call for help now! Call 911!" I started immediate mouth-to-mouth resuscitation, followed by chest compressions, and then checked for a reaction. After a few cycles, I saw him blink, giving me hope, but I could still not feel a pulse. I couldn't remember the ratio of rescue breaths/chest compressions—but I realized that I was the only chance the kid had.

Continued on page 39 . . .



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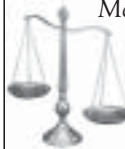
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Continued . . .

Finally, the mother came on the scene—crying, grabbing the child, hugging him and pulling him away from me. I had to fight her to keep him in my care while I continued CPR and checked for reactions.

After a few minutes, I could feel his heart suddenly pumping like crazy. He slowly began breathing on his own. I rolled him on his side, and heard a cry, but he was still unresponsive. A few seconds later, two police officers arrived and I stepped aside, dropping on a nearby chair. The officers wrapped him in a towel and, a few minutes later, the paramedics arrived.

One officer told me that if I hadn't taken action, the boy would have died right then and there. He said there are times he's arrived to find that no one has even taken the victim out of the pool. As I walked out to the ambulance, the boy's mother thanked me for saving her child's life.

I immediately called my squadron commander Maj. Denise Edwards—an ER nurse and CPR instructor—to report what had just happened. After going over the incident in detail, I came to realize that I had done everything that I was supposed to do, automatically.

Then I found myself in need of less dramatic attention: I sat on the steps of the apartment stairs,



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unable to stand or support myself. Answering my wife's concerns, the police officer told me it was normal to feel drained after an adrenaline rush.

The policeman also confirmed my instincts on the time lapsed: It was exactly three minutes between the dispatch and their arrival. I estimate that they got the call about five minutes after I had begun CPR. The paramedics took another three to four minutes.


After I drove home in a daze, I found myself with lingering doubts: How was the child? Had I done something wrong that could have hurt him, for instance, push-

ing too hard on his chest? The boy seemed so small.

As it happens, the next day was our squadron awards banquet, where I was greeted with cheers and congratulations. Maj. Edwards had sent an email to everyone informing them of my experience. I returned home to a voicemail message from the mother thanking me again. She told me later that the boy, who usually swims with arm floaters, went into the pool without them, using the steps, walking in until he lost his footing and sunk. I couldn't help thinking to myself that I had made her son's fifth birthday party possible. 

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Keep Your Head During Mouth-to-Mouth

By Maj. Carol Denise Edwards, Director of Emergency Services, Group 1

A CPR Trainer Reminds Rescuers to First Remember to Breathe for Themselves

VAN NUYS—My first response to Juan Fernandez's call to me on the morning of the incident was "Congratulations! Thanks for keeping your head, for your willingness to get involved, and for saving a child's life."

Juan's action changed the course of a near tragic event. Did he do all the steps perfectly, or in the exact order as written in the textbooks? What matters, finally, is that he performed CPR well enough to save a life.

One of the questions that a rescuer often asks after a traumatic encounter such as Juan's is, "Did I do it right? What if I did something wrong, compressed too hard, or the wrong number of compressions? Did I do everything I could?" These are natural responses. I have asked myself the same questions many times after an emergency.

Remember: We do not need to be perfect to save a life, just willing to try. Training—from a competent, well-informed instructor—and practice, taking every opportunity to stay current, are the keys. This is the same as training as a pilot or in any other discipline.

In air-crash rescue, we learned ... then trained and trained until what we did became almost a natural reflex.

That said, here's a brief refresher on some of the Emergency Steps. Warning: This is not intended to take the place of formal training by a competent instruc-



LEARNING TO SAVE LIVES: Cal Wing Cadets practicing CPR.

tor, but for review purposes only.

Steps are different in responding to the adult (over 8 years of age), the child (ages 1 to 8), and infant (newborn to age 1).

In an emergency, take a couple of deep breathes and try to keep calm. It takes a couple of seconds for the brain and the training to kick in. Think about what you have learned.

Remember the 3 "C"s:

1. Check
2. Call
3. Care

Check the scene for safety for you, for others in the area, and the victim. Take appropriate action. Check what happened. Who is injured? If more than one person is injured, who is injured the worst? Who can I help? Who can help me? Use others to help wherever possible.

Call. Make sure someone has called for help. If there is any doubt, have someone else call while you are taking care of the victim. Tell them to call for help and instruct them to return to the scene and let you know they have made the call.

Care for what you find. Do a survey, the Primary Survey, first. Look for those things that are life threatening. Take care of them first. Sometimes there are others who can help. Ask.

Some of the life-threatening emergencies:

1. Unconsciousness
2. Not breathing
3. No pulse
4. Severe bleeding

Other life-threatening emergencies, such as heart attacks, troubled breathing, allergic reac-

Continued . . .

Keep Your Head During Mouth-to-Mouth*Continued . . .*

Members of San Diego Cadet Squadron 144 learned CPR earlier in the year from San Diego Sheriff's Sgt. Chris Van Gorder.

tions and other circumstances, will be covered in a full First Aid and CPR course.

After checking for the life-threatening emergencies, the rescuer should move on to other injuries, and treat them until more advanced medical help arrives.

Unconsciousness is a life-threatening situation because the reason for the condition is often unknown. The unconscious victim's tongue will often drop to the back of the throat, cutting off the airway. Sometimes all that is needed in an emergency is opening the victim's airway by using the chin-head tilt method, which helps pull the tongue away from the back of the throat allowing the victim to breathe. Here's how to perform the chin-head tilt: Slightly tilt the head back a little for the infant, a little more for the child, and even further back for the adult.

Observe caution if there is a strong possibility the victim has suffered a neck injury. First, try

CPR rescue breathing without tilting the head back. When neck injury is possible, an alternative to the chin-head tilt called the Jaw Thrust may be used to attempt to get air into the victim. Stabilize the head and neck and push up on the corners of the jawbone. If this does not work the head will need to be tilted back in order to get air into the lungs, regardless of the risk of aggravating a neck injury.

Breathing. With the head tilted back, Check (Look, listen and feel): Is the victim breathing? If so, continue to look for other injuries while keeping the airway open. If not, look in the mouth, clear out any foreign matter. If necessary, turn victims on their side and sweep the mouth. If nothing is seen in the mouth, do not do a finger sweep. Using a pocket mask if available, but mouth-to-mouth if necessary, attempt two breaths of air, taking into consideration the risk you incur.

For both the adult and child, pinch the nose and give two slow

breaths. Watch for the chest to rise and fall. There should be little resistance to the air going into the lungs. For an infant, put your mouth over both the mouth and nose and give two slow rescue breaths, just enough air to see the chest rise. Easy does it for an infant.

Assuming the breaths went in, check for pulse. Checking for a pulse will let you, the rescuer, know if the heart is circulating the blood to the victim's vital organs, sustaining life. For adults and children, check for pulse at the neck: Place two fingers on the Adam's apple, then draw them toward you into the hollow of the victim's neck. Check an infant's pulse on the inside of the arm, between the elbow and the upper arm.

Check all the victims' pulse and breathing no more than ten seconds, while looking for other signs of life. If there is a pulse present, but no breathing, continue rescue breaths until help arrives.

- For an adult:
one breath, every 5 seconds, for one minute
- For an infant or child:
one breath, every 3 seconds, for one minute.

Then re-check for pulse and breathing. If you find a pulse, continue rescue breathing. If there's no pulse, the chest must be compressed to circulate the blood. Hand placement or (for the infant) finger placement is critical. To avoid injury to the victim, it is important to avoid applying pressure to the bottom of the sternum (the xyphoid process). Use two fingers for an infant, one hand for a child,

Continued on page 53 . . .

A California Wing Flyby

SQ45 Boasts Devil Pup's Top Dog



DEVIL PUP TAIL WAGS: Squadron 45 is howling about C/ Airman Chris Applegate's achievement.

MARCH AIR RESERVE BASE—Cadet Airman Chris Applegate of March Field Composite Squadron 45 has won the Holland M. Smith Memorial Award. Cadet Applegate attended the ten-day Devil Pups Youth Citizenship Development Program at Camp Pendleton last June. During his stay at the Marine Corps camp, Cadet Applegate distinguished himself as the “best of the best” out of 180 participants. The award citation reads “Christopher Applegate, Company Honor Pup, July 30, 2005.”

The Devil Pups Citizenship Program began in 1954. Since its inception, over 44,000 teens 14 to 17 years old have gone through the program. Devil Pups live in Marine Corps quarters, comply with Marine Corps hours and regulations, and eat Marine Corps food. They participate in running and conditioning exercises, learn first aid, jump into water from a 35-foot tower, bivouac, swim and perform close-order drill. To the extent such activities coincide with the program, they also observe Marine weapons training, tank-infantry tactics, field fortification attacks, combat in-towns and graduation from boot camp. Participants attend lectures on the dangers of drug and alcohol abuse as well as the value of leadership.—**1st Lt. Diane Eller-Boyko, PAO, March Field Composite Squadron 45**

Aviation Pioneer's Relative Visits Namesake Squadron

SAN JOSE—Craig Harwood, the great grand-nephew of the unit's namesake, visited John J. Montgomery Memorial Cadet Squadron 36 here in September to offer a presentation on his ancestor.

Highlights included never-before-seen photos of Montgomery and an interesting biography that not only covered previously unknown facts about John J. Montgomery, but also Montgomery's perspectives on flying, collecting data, and on making contributions to aviation history.

“John was very concerned about controlled flight and felt that it was necessary to perfect that aspect prior to attempting powered flight,” Harwood mentioned. “By 1896, Montgomery had created a small scale version of a tandem-wing flying machine—the design that formed the basis of his patent—that was so well balanced and controllable that it could be released from virtually any position and would immediately right itself and continue on a predetermined course.” A large, manned version of this craft would later be publicly demonstrated in 1905 and again in 1906.

Harwood also touched his family's recreated past through the hard work of 1st Lt. Ken Palmer, finance officer for the San Jose unit. Palmer, along with several cadets, spent the better part of a year researching and recreating John J. Montgomery's 1883 flyer, using period techniques and textiles. Harwood was impressed with the re-created glider of his great grand uncle's design. “This is one of the best, most accurate recreations of my ancestor's glider that I've ever seen. “Squadron 36 also resumes emergency services training for the first time in nearly a decade, hosting Urban Direction Finding training class at Reid-Hillview Airport in July. Capt. Keith J. Stason was the instructor.—**Maj. Mike “Monty” Montgomery, Commander, John J. Montgomery Memorial Cadet Squadron 36**


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The Colorful Lives of a Green Hornet



HORNET PILOT: Maj. Ron Guy, surrounded by his latest admirers.

SAN DIEGO—Maj. Ronald N. Guy, a USAF tanker and helicopter pilot during the Vietnam War, spoke at San Diego Cadet Squadron 144 last August.

After ROTC and training on Beechcraft T-34 Mentor and North American T-28 Trojan aircraft, Maj. Guy completed primary jet instruction on the Lockheed T-33 Shooting Star at Craig AFB, Alabama.

That's when Maj. Guy used up one of his nine lives. One night, shortly after the start of his training, he experienced a total electrical failure while in the pattern. Using his flashlight to read the instruments, he noted three "unsafe" landing gear indicators and knew that, with the electrical fuel pumps gone, he had only 64 gallons of gravity-fed fuel remaining. With no radio, Maj. Guy could not send out a distress call; instead he barely found an opening between two aircraft and, making a low pass over the runway, re-entered the pattern and belly-landed, using the entire runway to stop.

By 1962, Maj. Guy had transitioned from Boeing KC-97 Stratotanker to the KC-135 Stratotanker II and was assigned to the 919th Air Refueling Squadron, then at Turner AFB, Georgia. This squadron was sent to Vietnam to support B-52 Stratofortresses and fighters. He also flew photo-reconnaissance missions to observe French nuclear atomic bomb tests in the South Pacific.

After learning to fly Bell UH-1P Iroquois (Huey) helicopters, graduating first in his class of 1968, he was assigned to the 20th Special Operations Squadron, known as the Green Hornets, flying out of Nha Trang, South Vietnam in support of the 5th Special Forces (Green Berets).

Maj. Guy recalled his experiences inserting

Green Beret Recon Teams and extracting them a few days later. He recalled that nearing a drop zone the standard operating procedure was to fly at maximum speed (110 knots) just above the tree tops. Sometimes he needed to cut a hole in the jungle canopy with the blades of his helicopter to successfully land and take-off and complete his mission.

During his one-year tour, nine Hueys were shot down. Maj. Guy was in incident numbers four and seven. Guy said no one was left behind.

After a stint flying the NKC-135, Maj. Guy received his last command, at the USAF Eastern Test Range, Patrick AFB, Florida, flying the EC-135N Airborne Range Instrumented Aircraft (ARIA) with an eight-foot diameter telemetry antenna in the nose, commonly referred to as the "snoopy aircraft." They were used as electronic relay platforms during the Apollo Missions, during submarine missile tests, and other ICBM launches. He flew as the Aircraft Commander on ARIA One, the lead telemetry aircraft on the Apollo 16 Lunar Mission operating out of Perth, Australia, for the launch, and at Nandi in the Fiji Islands for the spacecraft recovery.

As an instructor pilot, Maj. Guy was credited with the first recorded perfect missile telemetry recovery in the history of the USAF Eastern Test Range. Unfortunately, he also experienced a total loss of pitot-static instruments during a heavy takeoff liftoff from the airfield at Albuquerque, New Mexico. A T-38 Talon was launched to provide air-speed and other vital information for letdown, approach, and landing.

Fortunately, that was the last life Maj. Guy expended in some 4,300 hours as a pilot in service to his country. His military decorations include two Distinguished Flying Crosses, a Meritorious Service Medal, eight Air Medals and two Purple Hearts.

As if that was not enough for a distinguished career, Maj. Guy retired after 20 years of active duty and graduated Thomas Jefferson School of Law, a practicing lawyer until 2003 when he retired.

Members of Squadron 144 said they felt honored to have Maj. Guy share his experiences with them.—**Capt. Dennis Ammann, PAO, San Diego Cadet SQ144**

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Observatory Bivouac Leaves San Diego Cadets Starry-Eyed for AE

CAMPO—Members of the San Diego Astronomy Association (SDAA) invited San Diego Cadet Squadron 144 to bivouac under the stars near the organization's observatory here, in the high desert about two miles from the Mexican border, last summer.

Andy Hendrickson and Dennis Ritz, SDAA members and private pilots, hosted the event. Squadron safety officer Capt. Dennis Ammann briefed the gathering on altitude issues, local natural habitat, and maintaining night vision. A barbecue and exploration of the ten-acre observatory at Tierra del Sol (Land of the Sun) followed the orientation. The site's features include 60 small cement pads on the chaparral for telescopes and RV hookups for visiting stargazers.

Just before sunset, SDAA vice president Bob Austin invited cadets to see the moon in the gibbous phase through his 17-inch mirror Dobsonian-type telescope and taught them how to train the six-foot long telescope on stars for later observation. Both Jupiter and Venus were in excellent position for viewing, and Mars made an appearance later. Capt. Ammann showed cadets how to use the Ursa Major constellation to find Polaris and pointed out the "summer triangle" of stars.

As the event was meant for astronomy, there was no early "Taps," and at 0115 Hrs the cadets were still up for the glory of the Milky Way, obscured only slightly by the light pollution from San Diego to the northwest and the Imperial Valley to the east. Cadets observed with the naked eye and rotated in to the observatory itself, where the hosts had a 16-inch Meade LX200 Schmidt-Cassegrain, and both 16- and 18-inch Meade Dobsonian-design telescopes. Cadets were able to identify the Hercules (M13) star cluster, the Andromeda Galaxy (M31) a globular star cluster in Sagittarius (M22) and the highlight, a globular star cluster in Ophiuchus (M12), 17,000 light years away. At 0300 Hrs, the hosts found the distant blue disks of Neptune and Uranus, planets that can only be seen with high powered telescopes.

"Being able to see the different planets and the moon with such clarity was very intriguing and informative," commented C/Airman Basic Garrett Kennedy. "I hope I can go again soon."—**Capt. Dennis Ammann, PAO, San Diego Cadet SQ144**

NorCal Dominates National SAR School



SAR STUDENTS FOUND: (L-R) Lt. Col. Rollin Dixon, USAF, Capt. Frank Duarte, Lt. Col. Donald Towse, Lt. Col. Paul Reed, Lt. Keith Stason, Maj. Mike Heil, Tech. Sgt. Jennifer Hewitt, USAF.

LOS ANGELES—Five California Wing officers graduated the National SAR School's Inland Search and Rescue Planning course held at the California National Guard Camp San Luis Obispo. The class of 2005 included: Lt. Col. Paul Reed, Merced County Composite Squadron 147; Lt. Col. Donald Towse and Capt. Frank Duarte, San Jose Senior Squadron 80; Maj. Mike Heil, attached to California Wing headquarters; and Lt. Keith Stason, Jon E. Kramer Composite Squadron 10, Palo Alto.

Other students included sheriff's deputies and SAR team members from 13 California counties, representatives from Federal agencies, the state Office of Emergency Services, and the U.S. Air Force Reserves.

Students learned advanced methods of search-and-rescue planning and coordination. The course concluded with an exercise involving an overdue airplane search and a missing persons rescue and recovery.

The mission of the National Search and Rescue School is to promote standardization and professionalism by providing SAR training to selected military and civilian personnel around the world.

The instructors were Lt. Col. Rollin Dixon and Tech. Sgt. Jennifer Hewitt from the Air Force Rescue Coordination Center (AFRCC), which is charged with coordinating Federal response for search and rescue within the continental United States.

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SQ45 Meets C-17

MARCH AIR RESERVE BASE—The C-17 Globemaster III airlift aircraft, the newest plane of its type to enter the Air Force inventory, was welcomed to its new home here last summer by the March Field Composite Squadron 45. With a maximum payload of 170,900 pounds and maximum gross takeoff weight of 585,000 pounds, the C-17 built by Boeing (McDonnell Douglas Corp.) is capable of rapid strategic delivery of troops and cargo to main operating bases or to forward areas of deployment. C-17s boast a cruise speed of 500 mph, or 450 knots (mach .77), and an un-refueled range of approximately 5,200 nautical miles with an initial payload of 130,000 pounds and a cruise altitude of 28,000 feet.

The dedication of the C-17 hangar at March ARB marks an important milestone at this historic airfield, which dates back to 1918. Squadron 45, attached to March Air Reserve Base, provided ground support for the dedication ceremony, directed the parking for the VIP guests and the media. Following a formal dedication service, members assisted in serving refreshments.

As a reward for its light duty, the squadron was granted a tour of the C-17, including the cockpit, where two pilots explained the instrument panels and suggested that the C-17 was “one of the easiest planes to fly in the Air Force.”

Later from the podium, Brig. Gen. James T. Rubeor, commander of the Air Force Reserve Command’s 452nd Air Mobility Wing, and Congressman Ken Calvert (44th District, California) shared facts about the C-17 with the VIPs and March ARB personnel.

The C-17 design allows it to operate on small, austere airfields. The C-17 can take off and land on runways as short as 3,000 feet and as narrow as 90 feet, where it can even turn around by using its backing capacity to perform a three-point star turn. Maximum use has been made of off-the-shelf and commercial equipment, including Air Force-standardized avionics.

Eight C-17s will be welcomed to March. An additional 42 will be deployed nationwide. Congressman Calvert said “the C-17 does the heavy lifting for the Air Service and will be able to deliver Marines on short notice, which will make America safer. Subsequently, March Air Reserve Base will play a vital role in our near future.”—**SM Diane Eller-Boyko, PAO, March Field Composite Squadron 45**

International Cadets Experience Edwards

EDWARDS AIR FORCE BASE—Cadets from Canada, Sweden, and Israel visited the United States and Composite Squadron 84 cadets and their families last summer as part of CAP’s International Air Cadet Exchange (IACE) program.

Opening their Palmdale home to Canadian cadets Melanie Milot and Melody Neufeld, 2nd Lt. Kristina M. McDonald, 2nd Lt. Joel L. Mehler and C/Tech. Sgt. Alec Mehler hosted a three-day stay for their cadet guests in July.

Participating in the IACE program for the first time, the CAP host family spent time with their visitors enjoying local dining and theater events throughout the Antelope Valley. Edwards AFB hosted a daylong tour of the NASA-Dryden Flight Research Center, Air Force Flight Test Center Museum and the Edwards flightline.

The Edwards-based CAP cadets expressed a great deal of excitement at sharing time with their counterparts from the three participating nations. “Learning how differently the Canadian cadets promote, what kinds of cadet programs they have over there compared to us here in the United States, even how different the money exchange rates are... This was a very good experience,” remarked Sgt Mehler. “We had a really good time learning about each other, what the schools are like, talking about how similar and different our countries are, and finding out what we want to do some day with our [CAP] experiences.”

The goal of the IACE program is to foster and maintain international relationships between the cadet participants from the various nations. In 2005, CAP cadets traveled to 17 countries, including Turkey, Switzerland, Belgium, Australia and Great Britain.—**2nd Lt. Joel L. Mehler, Edwards AFB Composite Squadron 84**



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HONORARY SKYHAWK IN SPACE: Dr. John Phillips with a tribute from aboard the International Space Station.

Squadron 47 Looks Up for Inspiration

CAMP PENDLETON—Squadron 47 has friends in high places—but none higher than Dr. John Phillips, NASA Expedition 11 astronaut, a science officer and flight engineer living aboard the International Space Station since April.

Dr. Phillips (Capt., USNR ret.) is a friend of Maj. Mike

Woods, a senior member in the squadron. They were cadets in CAP together at Williams Air Force Base in Mesa, Arizona, during the mid-60s.

When Woods discovered that his friend was going to the ISS, he asked if Astronaut Phillips for a special favor. Woods had the

squadron patch emailed to Phillips at the ISS. He enlarged the image, trimmed it, and posed with the patch in front of a port-hole looking out into space. He emailed the photo back to Maj. Woods. Every member of the squadron was given a copy as a memento.

The squadron's cadets continue to correspond with Dr. Phillips through Maj. Woods. For example, Cadet Sergeant Ryan Bucher asked, "While in space, what do you miss most, besides your loved ones?" and Dr. Phillips answered: "I miss just being outside. I also miss cold drinks of all sorts—we don't have a fridge up here!" Dr. Phillips sent the cadets a photo of San Diego from his perch, some 250 miles above Earth.

Incidentally, Dr. Phillips is serving with the Russian cosmonaut, Expedition 11 Commander Sergei Krikalev, who was expected to have spent 800 days in space before his return—the longest stay in space in history.—**1st Lt. Seelye Day, PAO, Skyhawks Composite Squadron 47**

Squadron 5 Inaugurates New HQ with SAREX

RIVERSIDE—San Bernardino Senior Squadron 5 and Group 3's two-day search-and-rescue exercise at Riverside Airport last August was declared "an unqualified success" by exercise observers.

A total of 50 members from 12 squadrons participated in 19 training sorties, logging nearly 50 flight hours. One concurrent actual mission resulted in a non-distress "find" for Cable Composite Squadron 25, Upland, which located an activated emergency locator transmitter signal at Zamperini Field

Airport in Torrance.

USAF Liaison Lt. Col. Mike Prusak was on hand to observe, critique and compliment the exercise.

The event marks the first SAREX held at Riverside since Squadron 5 moved its headquarters from San Bernardino Airport in February. The new HQ boasts separate rooms for Mission Command, Operations, Communications and Administration well suited to future exercises and missions.—**2nd Lt. James Daley**

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National Ops Lauds Ripp, Terpstra for Archer Bullseye

LOS ANGELES—CAP's National Director of Operations John A. Salvador commended two Cal Wing pilots, 1st Lt. Ted Ripp, San Fernando Senior Squadron 35, and 1st Lt. Shane Terpstra, attached to California Wing, for their achievement in the Archer Hyperspectral Imaging program.

Lt. Ripp graduated at the top of the first Archer training class conducted by National Headquarters at Mojave. The two pilots stand as the only qualified Archer operators in the Wing. "Ted Ripp performed extremely well during the Archer training class," Salvador noted. "He is now a fully qualified Archer Operator. We're going to be relying on him heavily as we conduct further tests and training in the southern California area.

"We really appreciate the outstanding support Squadron 63 provided for our recent Archer acceptance tests and training evaluation," Salvador added, in a letter to California Wing Commander Virginia Nelson. "Everything went very smoothly because of

their efforts." Salvador expressed particular gratitude to Pastor Joseph Torres and Capt. Frank Shyne, Commander of Burbank Angels Cadet Squadron 63. "I've been working with CAP for the past ten years in both an Air Force and now CAP role and I can tell you I've never been treated so well. All of the members of the Advanced Technology Group and the Archer trainees from all over the country really appreciated the extra effort the members of Squadron 63 did to ensure their comfort."

Lt. Col. Nelson implored the Wing crew to consider Archer training: "NHQ decides who will be invited to participate based on the test scores of the Web-based Archer Screening Course," she said. "The screening is designed for senior members (no cadets at this time) who are computer savvy and are already aircrew members." Pilots, Observers and Scanners all qualify. The test, found at www.tests.cap.af.mil/ops/archer_training, takes less than an hour to complete.



Keep Your Head During Mouth-to-Mouth

Continued from page 42 . . .

and two hands for the adult. For an adult, apply 15 compressions 1 ½ to 2 inches deep; for a child, five compressions, 1 to 1 ½ inches deep; for an infant, apply five compressions one-half to one inch deep. How fast? Approximately 100 times per minute for an adult and child, and more than 100 times per minute for an infant.

Continue a cycle of compressions and rescue breaths for approximately one minute. Re-check for pulse and breathing every few minutes, and treat the victim accordingly. Remember: No breathing, with a pulse, use

rescue breathing only. No breathing, no pulse, use breathing and compressions until help arrives.

Severe bleeding must also be stopped in life-threatening interventions. Using protective gloves or barriers to avoid blood-borne pathogens, stop the victim's bleeding by applying direct pressure to the wound, elevating the affected part above the heart's level, and by using pressure points—locations where arteries or veins can be pressed against a bone—to help control the bleeding.

That's just a small portion of what everybody involved in

Emergency Services should know. All CAP members and their families should take one of the many First Aid and CPR courses provided throughout the year.

Maj. Carol Denise Edwards, Commander of Van Nuys Hawker Squadron 128, is a certified American Red Cross Instructor; an Emergency Responder, California Child Care; and an Instructor of Wilderness First Aid and Wilderness Survival. She has served as the Group 1 Director of Emergency Services.



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A Crash on Mt. Shasta Tests Persistence



Date, Mission:

18 JUN, 05M1013A

Incident Commander: Capt. Burt Kingsbury

Briefing: With what turned out to be nearly unlimited line of sight, an ELT was putting out a signal over a 100 square mile radius of Mt. Shasta. Could a signal that high be anything but a crash or a lost hiker? Still, there are no reports of missing aircrafts. A CAP ground team and Siskiyou County Sheriff's deputies are led by an ELT 23 miles west of Mt. Shasta to its summit. Bad weather delays the search until the morning. The Air Force Rescue Coordination Center wants to close the mission.

Find: Crashed Piper PA-28 was sighted in the morning by the California Highway Patrol helicopter, located at 12,000 feet AGL on the south side of Mt. Shasta, 41 23.80 N by 122 11.35 W. The signal was intermittent because the wreck appears to have slid down the mountain almost a thousand feet. One casualty. Inaccessible, the crash is still intact to this day. The pilot, visibly slumped over the controls in aerial photography of the crash, did not survive.

Citations: Keilholtz: "The entire mission was riding on gutwork and legwork." Ostrat: "Burt [Kingsbury] has a very large response area, at least a third of the state of California. And because of the Norcal environment—most of it mountainous with a limited

amount of airports, resources few and far between, and the weather usually an issue—he's been instrumental to finding numerous crashes." Ashe: "This mission had outstanding inter-agency coordination. Burt works with local law enforcement very well. He's on a first-name basis with SAR coordinators. He's very responsive to the needs of CAP."

And the ESSy Goes to...

Maj. Bill Gilligan and Capt. Mark Walters, Redwood Empire Composite Squadron 157; Capt. Burt Kingsbury, Shasta Composite Squadron 126; and Maj. Jan Ostrat, attached to California Wing, all awarded Distress Finds.



A Grid One Third the Area of Rhode Island

Date, Mission:

29 SEP, 05M1851A

Incident Commander: Capt. Bob Keilholtz

Briefing: A pilot on a pipeline patrol flight in Kern County is reported overdue. There is no ELT or last-known position radar sighting.

Find: Cessna 150, near Bakersfield, 35 07.64 N by 119 33.37 W. Crash site is found in a canyon outside the primary search area. The pilot did not survive.

Citations: Keilholtz: "The primary search area was over 300 square miles, covering some 24 quarter grids. A unified command was established with the Kern Country Sheriff's department to perform a hasty search. What I thought initially was going to be just following 10 to 15 miles of pipeline turned out to be quite a mission, because there were all these feeder lines that made it, effectively, hundreds of miles. The guys did a great job of searching and felt confident they'd covered the grid, so we expanded it out and planned well. We found the wreck a couple of

ES Squadron of the Year BAKERSFIELD COMPOSITE SQUADRON 121 1ST LT. RON BREWSTER, COMMANDER

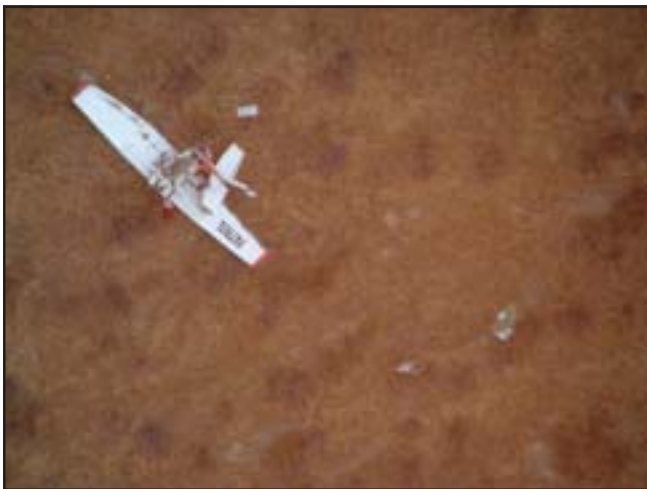


miles outside the track. It was the right grid, the right lighting, and we found the guy." Asche: "Due to intelligence I gathered from the aircraft owner, we were able to narrow the search area down to a small area. We determined through several interviews

what the pilot's typical habits were."

And the ESSy Goes to...

1st Lt. Ron Brewster, SM Samantha Lack and 1st Lt. Dave McCarthy, Bakersfield Composite Squadron 121, awarded Distress Finds.



R-22, Where Are You?



Date, Mission:

22 SEP, 05M1784

Incident Commanders: Maj. Margot Leveque and Capt. Bob Keilholtz

Briefing: Eight new R-22 helicopters left the factory and headed for Las Vegas. Only six made it through stormy weather that closed in the choppers quickly. As it turned out, one was forced to land at a truck stop, but no one had reported either of them missing. An ELT went off, indicating an emergency near the California/Nevada border, then closed out.

Find: Robinson R-22, eastern Mojave Desert, 35 39.03 N by 115 49.50 W. After multiple

weather delays for fog and low ceiling, the crashed R-22 was found in a canyon, through a six-minute window in the cloud cover. The pilot did not survive.

Citations: Keilholtz: “When an ELT goes off in this area of the desert, it’s always tough to find an IC and a ground team. Communication is bad. It’s a long way to drive or fly. It will turn out to be a six to eight hour operation. Then people think after they respond the ELT will go away. If I put out a page for the missing airplane, my response will quadruple. In this case, we had no positive airborne signals, and had to rely on our instincts that this was an actual crash. In the end, nobody

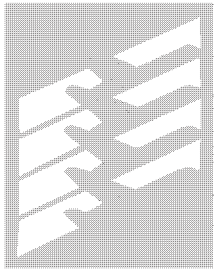
knew they were missing a helicopter until we found it.”

Asche: “ELTs are often taken for granted. The outstanding result we achieved came from prosecuting the mission as if it was for real. The aircrew located a very difficult to find target.”

And the ESSy Goes to...

1st Lt. Ron Brewster, Bakersfield Composite Squadron 121, and Lt. Col. J.J. Gianquinto, attached to California Wing, awarded Distress Finds.





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