



**HEADQUARTERS
CIVIL AIR PATROL VIRGINIA WING
UNITED STATES AIR FORCE AUXILIARY**
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**TO: ALL VIRGINIA WING SENIOR MEMBERS AND CADETS
COMMANDERS PLEASE POST**

FROM: HQ, VIRGINIA WING, Administrative Assistant, Terry Picha

UNIT NEWSLETTER: It is very important that you share this Newsletter with all Members of your Unit. Please review this material at your unit meeting and post a copy on your Bulletin Board so that it will be available to ALL members. (Members can't participate if you do not tell them about coming events). This Bulletin is posted on the Virginia Wing Website as a PDF document.

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- 21 Tabletop Planning Exercise
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REPORTS DUE:

- 5 - Corp. Vehicle Daily Inspection Reports
- 10 - VA Wg A/C Utilization Reports due (Including Checks)
Public Affairs Report

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- 06 AOBD Course, Chesterfield, Wing HQ
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REPORTS DUE:

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- Public Affairs Report

1. **1. WING COMMANDER** – Virginia Wing will undergo the Air Force Compliance Inspection (CI) during the period of 12 – 15 March 2004. All Wing Directors are to be prepared for inspection by that date. If you have reviewed and returned the inspection item report to the Chief-of-Staff, you will know the areas that need attention in your Directorate. Please correct any deficiencies you have noted not later than the end of February, and work to keep everything in shape for the inspection. I am confident that the inspection team will find everything to be in order. Be sure to “blow your own horn” in showing the team any outstanding methods, tools, procedures or other item of interest that goes beyond the minimums called for by the regulations. Take credit for making your area perform above the bar wherever possible!

2. CHIEF-of-STAFF- Effective immediately, Virginia Wing will no longer hold a monthly meeting on Saturday for the Wing Staff and Group Commanders. The only staff meetings will be held on the 3rd Monday night of each month and group commanders are invited to attend that meeting.

There will be one Wing Wide Commanders call every quarter at which all wing staff, group commanders and unit commanders will be expected to attend. One of these meetings will be the Wing Conference. The Wing calendar has been amended to reflect these changes. Currently, Commanders Calls are scheduled for: 27 March, 5 June, September 11 and Nov 6 2004.

All Unit Commanders and all Wing Staff Officers: Based on the discussions I have had with many of you in the last week, a list of all reports that are due to wing headquarters, the form they are to be written on, and the date by which they are due in the months indicated has been email to you.

Group commanders are responsible for making sure all units in their groups are in compliance with the reporting requirements. The wing staff will make every effort to collect the required reports by first contacting the unit commander and then the group commander. If they are not successful at this level, the matter will be referred to the chief of staff. If I have to get involved and I find out the unit has not taken steps to comply with the request, the unit will be barred from participation in the next funded training event (SAREX, Flight Clinic, Wing Mission Training Week, etc) until the report is received.

To facilitate getting reports to the staff, please fax or mail to wing headquarters unless otherwise directed. If you send direct to the staff officer (finance and chaplain), please send a duplicate copy to wing headquarters. You may also want to copy your group commander or their designee to advise them the report has been sent in.

I know that not all forms are available in an electronic version. I will be working to get electronic versions of the reporting forms onto the VAWG web site.

3. WING NEWS- The next time you are online at home, log in the National HQ. Pull up your personal record and check all the information. Don't forget to check your area code, phone number, home and email address. Wing Admin cannot change this information for you-you must do it yourself. The information in your record at National is used by the VAWG Paperless website. If it is not correct, you may be missing out.

The Civil Air Patrol Bookstore is now online. You can view it at www.capmart.org. Check it out!

4. PERSONNEL: Dues for membership in Civil Air Patrol have gone up. They are now Senior Member \$49; Cadet \$39. for Renewal SM \$39 and C \$23.

5. EMERGENCY SERVICES- The mission base F&P training will occur per the operations order. The class is full, but anyone who wishes to have his/her name added to the standby list may do so by submitting their request to the Director of Emergency Services. Students are reminded of the requirement to have a copy of the Mission Base Reference Text. It can be found on the NHQ web site, from the main menu, under Members, Emergency Services, then Emergency Services Curriculum Project under Phase Two Materials, the document is entitled ICS Reference Text (draft). So far I have only five people who have signed up for a box lunch.

The ES Unit of Excellence criteria have now been distributed to Group Commanders. All units are encouraged to compete for this award. Group Commanders will nominate one squadron from each Group in the October 2004 time frame. The Wing will recognize the best squadron at the Wing Conference in November 2004.

Effective immediately, members of Wing or Staff who routinely affiliate themselves with a squadron for the purposed of emergency services accounting (alerting, training, etc) may use that commanders signature as an authorized designated signature for the Prerequisites and Unit Certification and Recommendation blocks of CAP Form 101T, and for the unit commander's signature for CAP Form 100. Group Commanders may retain or delegate this authority for members of their Group Staff. This policy will alleviate the need to mail/travel to Wing Headquarters for a signature. This policy does not apply to those seeking ratings as Incident Commanders.

As of 1 January 2004 the new wing wide alert system became active. Incident Commanders may use the e-mail based system to alert ES qualified personnel who have had their names added to the alert list server. Individuals who wish to have an e-mail account added or deleted should contact Lt Col Dave Cave at dcave-cap@adelphia.net. IC's may also elect to use the pager codes currently in use, which are pager only messages, or may elect to contact units directly using the information on VA Form 3 posted on the Paperless Wing. Individuals who seek to purchase a CAP pager should send a check to Lt Col James Stover, 123 Federal Drive, Fredericksburg, VA 22405. The pagers

cost \$60 each payable by check made out to Civil Air Patrol plus \$3 cash for postage and mailing envelope. New pagers may be obtained usually within two weeks. Each pager contains a second code for personal use in the Virginia area. All CAP members are reminded that the CAP pager codes and use of CAP designated frequencies are for official CAP uses only. The previously used pagers are obsolete and the Wing has requested the old account with Metrocall be terminated.

The Operations Order for the Staff Planning Exercise scheduled for 21 February has also been distributed. This is not simply a table top exercise. This is an exercise designed to offer planning sections an opportunity to plan operations consistent with a missing aircraft mission. Anyone interested in participating should contact the Director of Emergency Services soon. The exercise will be held at CAP building at Culpepper airport.

The planning for the SAR CAP scheduled for March at Newport News has already begun. All units with aircraft are requested to designate an aircrew and participate in the exercise. Unit commanders are requested to complete the alert roster form that will be included with the operations order identifying individuals who will attend. The operations order will be published during the first week in February.

There are several funded flying dates in February when a potential conflict exists between use of aircraft for AFROTC flights and funded flying activities. In these cases, AFROTC flying takes priority over all other Wing activities except RED CAPs.

6. OPERATIONS - The VAWG Glider Program passed several critical milestones on the way to becoming a full-blown program!! We recently took possession of a SGS 1-26E single place glider, surplused from the USAF inventory in Colorado Springs. Over the last few weeks, it has been stored in the hangar at OKV; it was thoroughly inspected by Eric Litt (including an Annual Inspection), and plans were made to make the initial pilot qualifications and to explore operational procedures prior to actually writing operations guidelines appropriate for the CAP.

Today a major step in that process took place, with a team of CAP pilots from Virginia and Maryland who converged at FRR. Jim Kellett and Jim Truxel towed the trailered glider from OKV to FRR to get things started. Other participants included the VAWG Director of Glider Operations (DGO) Steve Lander, VAWG Ops Chief Eric Litt, towpilot Jeff Van Etten, Lynn Jensen, Warren Vest, Greg Ellis, Olin Kinney (MD), and Sarah Pearson (MD). If I missed anyone, sorry . . . chime in!!

We had an - ahem - interesting session working through the initial assembly (and, later, disassembly) that provided very useful information on where improvements in procedures need to be made. We got the necessary CAP paperwork for two Glider Check Pilots (Lander and Kellett) completed, and completed add-on requirements for two more pilots (Ellis and Kinney). We WOULD have completed one more - Pearson - but the snow started hitting the ground and prudence dictated delaying that until January, when we plan to repeat and extend today's process.

The new glider flies exactly as expected. We were fortunate in having two CAP members who'd owned this particular kind of glider, and who provided the overall guidance to get others familiar with the ground handling and flight characteristics. We discovered, and experimented with, some procedures that we think will make it possible to operate the glider at any airport CAP may wish to use - including OKV - with a minimum of runway incursion time. Lander and Kellett will be working on crafting some useful operations procedures to include this - and other - stuff.

There was an on-the-spot decision made to leave the trailered glider in a temporarily vacant hangar slot at FRR. Qualified pilots may, following proper procedures, fly the plane for proficiency at FRR. There's more, but that's it for now. Many many thanks to the folks that made this possible! Ten flights, a job well done!

7. PUBLIC AFFAIRS OFFICE- The PAO report is not a quarterly report, it is **monthly** and due on the 10th of each month. **It does not go on the quarterly report form.** I am working on a new form and hope to have it available soon. Until then please list your squadron's events, media, electronic and print, community and in house activities. The quarterly report is the form that I use to send my reports to National. Also, I would like to update my PAO list. **All squadrons** must send me their PAO name and contact information. I also need a copy of all news releases that are printed with the dateline. Please don't send blank reports. Contact Lt Col Utting at utting@msn.com for information or help with your report.

National Headquarters launched the new CAP News Online feature. You can access it directly from the home page./ This should provide us with up to date information and features from across the country. It will also be linked to Wings Over Virginia. The CAP news paper you receive in the mail will now be published every two months.

8. CADETS- Please assist me with a belated congratulation to Cadet Darren Faulkner of Southside Composite Squadron. Cadet Faulkner received the prestigious award of Eagle Scout in November 2003. It is an honor to work with the youth of America whom show such dedication and persistence!

Please congratulate our new Encampment Commander and Deputy Commander. Lt Mark Evans, Squadron CC of Danville Composite Squadron, is the new Encampment Commander. Lt Mark Evans served as the Chief TAC for 2003, as well as participated in the 2002 encampment. He brings a wealth of knowledge and experience to the encampment. Lt Evans has recently chosen Lt Andy Brady to serve as his Deputy Commander. Lt Brady has been chosen due to his close relationship with the Encampment site, Ft Pickett, as well as his experience and knowledge from serving last year at the encampment.

The Senior encampment staff is comprised of: Encampment Commander, Lt Mark Evans; Deputy Commander, Lt Andy Brady; Commandant of Cadets, Lt John White; Executive Officer, Lt Jan Gregory. Please assist the encampment senior leadership team in planning and advertising encampment throughout the wing.

The Wing Color Guard Competition has been put on the calendar! Mark your calendar for 27 March 2004. The competition will take place from 0900 to 1500 at Wing Headquarters. All teams are welcome. You can enter a unit team, group team or a team mixed from various units. Each group is encouraged to send as many teams as are interested. Please check the National website for the official rules. A Special Project Officer will be appointed shortly to manage the competition.

9. FINANCE: There is a new Unit Finance Committee Guide posted on the Virginia Wing Paperless Wing Web Site. This information was developed to assist unit finance committees below wing level. It provides some basic accounting information, clarification of CAPR 173-1, and a checklist of important policies and deadlines. Unit commanders, finance officers and administrative officers should find this guide helpful in administering their unit finance program.

The document may be found under Document Display, General Information, and Unit Finance Committee Guide.

Any questions may be directed to me at fm.va@vawg.cap.gov.

10. PROFESSIONAL DEVELOPMENT - The Wing has scheduled a CLC (Corporate Learning Course) and UCC (Unit Commanders Course) to be held here at Wing Hqtrs. The CLC is scheduled for 12-13 June, 2004 and the UCC is scheduled for 10-11 July, 2004. The course director for the CLC is 1Lt. Terry Picha. The course director for the UCC is Major Joseph Bateman.

All CAPF 17's for student enrollment for either course MUST be sent to the Wing Hqtrs, attention ETP (Professional Development). The ETP office will then in-turn send them on to the Course Directors.

All course information/questions should be obtained directly from the Course Director. Individuals interested in assisting the course director should forward a CAPF 17 with appropriate signatures to the director stating the desired subject and/or position they wish to fill.

The student applications for the CLC course can be sent to the ETP office starting 1 Apr 2004. The student applications for the UCC course can be sent to the ETP office starting 1 May 2004. The UCC course is designed for Commanders, Deputy Commander, and those who will be assuming a command role.

Student applicants for either course should not contact the course director w/questions until the beginning of the enrollment date for that course, thus allowing the Course director preparation time.

Any questions, please contact the ETP at Wing Hqtrs on Monday evenings from 1900-2100 hours.

11. AEROSPACE EDUCATION Last month was the crucial time for Aerospace Education Activity reporting. I am pleased to report that out of 31 Squadrons only five squadrons did not provide final quarterly reports. We are improving but we are not there yet. Squadron AEO's and Commanders should be on the lookout for a new VAWG Supplement 1 to CAPR 280-2 in the future. More detailed information will be available to assist you on required reporting. Please note that those units not having an assigned AEO the Commander is required to complete the reports. In addition to the Supplement, a VAWG Form will be published standardizing the information required for the report. In the past AE reporting has been confusing but hopefully this will help you.

An Aerospace Education Newsletter is available on National Headquarters web page (level2.cap.gov-index). Take a look at it to see the latest and future Aerospace Education news and events. In fact there were pictures of Ms. Margy Natalie in the last issue. Margy is the Aerospace Education Member (AEM) the Virginia Wing sponsored last year. This year we are sponsoring Mr. Andrew McClellan a counselor at the Steven F. Udvar

Hazy Center at Dulles airport. Andrew will be glad to help squadrons visiting the Museum. His telephone number is 703 572-4063 and E-mail Address is: mccllellana@nasm.si.edu.

The National Congress on Aviation and Space Education (NCASE) will be held in Atlanta, March 24-27. AEO's and other interested persons should consider attending this event. For those persons working on completion of Level III this conference counts as one of the two conferences required. It is very informative and lots of fun. Information on NCASE can be found at cap.gov/events/nemain.html.

Dave Reisenwitz, of the Virginia Science Museum is holding an Aerospace Education Workshop in the afternoon and evening of February 2, 2004. It will be at the Library in Staunton, Virginia. He will be assisted by members of the Augusta Squadron in Group 3.

Besides visiting the Winchester Squadron last month I was able to visit Leesburg and meet with their new AEO, SM Eric DiDomenico and speak with the cadets who were very much interested in their AE program. Eric has only been on the job for a short time but has done a remarkable job. I would like to see a significant number of Squadrons visited by a member of the Wing AE Staff this year. Please let Major Bert Jones or myself when we can schedule something. We will probably need at least a month's notice. Major David C. Scull, 7897 Wellington Drive, Warrenton, VA 21086, Ph: 540 349-9310, E-mail: kd4sv@arrl.net. Major Albert L. Jones, 370 Westview Lane, Heathsville, VA 22743 Ph: 804 580-5120, E-Mail: uptheriver@rivnet.net.

12. HEALTH SERVICE OFFICE- Many low-rate of speed collision related accidents could be avoided through the use of spotters. It is highly recommended that when backing a vehicle to use someone to 'spot' for you. This is extremely important when operating the larger twelve and fifteen passenger vans where clearance and visibility can be an issue. In the case of the fifteen-passenger van it is strongly recommended that you use a spotter.

Naturally avoiding having to back out of a location is the safest method, but in those instances having someone there to assist you in watching for obstructions and your clearance with other vehicles in tight parking situations will cut down on the potential for accidents and 'fender benders'.

When using a spotter be sure that you can see them in your mirrors. Don't rely solely on your rearview mirror in backing. Another suggestion is to perform a walk-around inspection prior to starting the engine; this will provide you with a good idea of what is around your vehicle that you must be aware of.

Smoking by far is one of the hardest habits to break. Middle East Region Health Services is committed to the wellness of our members and hopefully the information provided in this brief will help you in 'kicking' this costly habit. Each year in the United States more than 400,000 deaths occur from smoking related illness' and tobacco related diseases and deaths cost everyone almost \$100 billion dollars. Risks from smoking now include shortness of breath; asthma attacks; pregnancy problems; bronchitis and/or emphysema. In addition there are the cancer risks associated with smoking; lung, voicebox, mouth, throat, esophageal, pancreatic, bladder and cervical.

Second Hand Smoke can also cause you severe problems such as heart disease; stroke; respiratory illness; and cancer. Second hand smoke can have disastrous effects on unborn and infant children to include low birth weight and/or have SIDS (Sudden Infant Death Syndrome) not to mention respiratory related problems.

Cigarettes contain nicotine which is an addictive drug and makes it harder to quit smoking. You can quit smoking through a variety of methods. Most smokers quit 'cold turkey'. While the most cost effective way to quit it can be the hardest. If you chose this method ask your friends and family to serve as a 'support group' to help you kick this habit You can also use many over-the-counter aids such as nicotine gum; nicotine patches; nicotine inhalers and nasal sprays. You can also check with your family physician for prescription remedies as well. If you are considering improving your health in 2004 and 'kicking' the habit you may want to check into these resources. -A smoking cessation kit is available free by Smoke-Free Virginia by calling toll free 1-877-856-5177. -The American Lung Association -American Cancer Society

13. SAFETY- .Safety Pilot: Planning for Proficiency by Susan Parson

January is the traditional time for New Year's resolutions. Even if you don't manage to keep most of the ambitious promises you make every year, you might still find that the process of articulating your hopes, dreams, and plans is a useful exercise. If you're grounded by some of the cold and icy weather we've been experiencing lately, consider taking a few minutes to add an aviation section to your standard New Year's resolution list. To help you ponder, here are a few possible ways to think about your Personal Piloting Proficiency Plan for 2004.

Add A New Rating or Certificate. If you've been thinking about an instrument rating or another major move to enhance your flying skills, why not establish that process as your goal for the year? Once you've set the goal, take a few minutes to schedule the specific steps to make it happen. For an instrument rating, for example, winter is an excellent time to get the instrument ground school course and knowledge test out of the way. You can then plan to start your flight training in the spring, when the weather is better and the days are longer.

Obtain New CAP Skills. The Civil Air Patrol offers an enormous range of flying opportunities. If you want to train and qualify as a mission pilot, make that your flying goal for the year. Do you want to help with cadet orientation flights? If you aren't already signed off as an orientation flight pilot, do it this winter, so you can participate actively in this year's busy O-ride schedule. Do you have a current Form 5 in each of the Group 3 aircraft? If not, schedule a check flight.

Build Your Total Time. Alternatively, you might want to set a goal in terms of much you want to fatten your logbook over the next twelve months. If your goal is to add 100 hours to your total time, break it into specific and manageable steps. One hundred hours in a year comes to 8.3 hours per month. Next, consider how you might achieve the specific steps. If you are only able to fly on weekends, you might have a weekly goal of 2 hours, even though it may not be practical (especially in winter) to expect to reach the full 8.3 hours every month. You might have to plan on flying more of your "goal hours" in the spring and summer months.

Attend Aviation Events. Pilots don't need much of an excuse to flock together. One way to build your total time and enrich your overall flying experience is to fly yourself to one of the many annual fly-in events around the country. The closest is probably AOPA's June Fly-In at FDK. You might also consider Florida's Sun 'n Fun this spring, EAA's AirVenture at Oshkosh in late summer, and the AOPA Expo in the fall. If you don't want to shoulder the burden and expense alone, let other pilots know of your plans, and you're very likely to find some company.

Schedule Regular Proficiency Flights. No matter what else you put on your flying goals list for 2004, the demands of CAP flying require proficiency. Attachment 7 to CAPR 60-1 provides an excellent outline for self-proficiency practice flights, and recommends that pilots put themselves through these paces at least every 90 days. If you haven't tried it, download CAPR 60-1 today, and clip a copy of Attachment 7 to your kneeboard so you will be ready to fly this profile next time you schedule an airplane. (Since CAP pilots are now required to present a personal copy of CAPR 60-1 on Form 5 checkouts, it's a good idea to have this document anyway).

There are dozens of other goals you can set as well, so set your imagination to work and write down those ideas that most suit your needs. Remember too that just having the goal will help you direct your time and energy in a more focused way, and make the most of your flying time and money. Happy New Year!

This submission from Lynn Jensen, Capt Director of Safety

Make no mistake, February is still in the middle of winter. There is more and increasing daylight, and March, with the real beginnings of spring, is next. But February is still real winter.

Flying during February calls for continuing the vigilance of winter operations. Winter flying can produce great aircraft performance. Flights in marginal weather can result in great difficulty in a very short time. Reduced visibility while flying over snow-covered terrain can result in disorientation very quickly. Reduced visibility can mask an encounter with frozen precipitation that can put you at great risk in a very short time. Landing on runways, and operating on ramps and taxiways, contaminated with patches of snow or ice can quickly result in loss of control.

Driving during February calls for the same level of vigilance, and many of the hazards parallel those present during flight. Reduced visibility can mask driving encounters with frozen precipitation, and reduced speed during reduced visibility can reduce the immediate danger of such an encounter. Roadways contaminated with ice or snow can quickly result in loss of control. Two-lane and otherwise narrowed roadways increase the level of risk associated with any driving hazard, as do distractions generated inside the vehicle.

Risk management principles and tools are essential to arriving safely while flying or driving during the winter. For the flight or drive ahead, first take some time to identify the hazards that are involved. Then determine whether the level of risk associated with each of those hazards is high, medium or low. For the risk levels assigned, determine what actions can be taken to greatly reduce the risk level, and take those actions. If the level of risk cannot be sufficiently reduced, a decision not to proceed with the activity is always an option.

14. COMMUNICATIONS- Individuals that have CAP owned communications equipment issued to them, must complete their annual validation. You must copy the CAP Form 37C's you have for each piece of equipment. In the Annual Validation section, sign and date the individuals'; signature section; Mail, FAX or E-mail all signed

forms to Lt Col Bruce Patterson, 23 South Berlin Pike , Lovettsville, VA 20180. Make sure you keep your original CAPF 37c for next year. If you cannot find your 37C, contact me and I will send you another set.

Newsbreak

Fredericksburg Composite Squadron –On December 6th, 26 cadets and senior members participated, for the second year in a row, in the Fredericksburg Christmas Parade and earned 3rd place in the marching competition. December 13th we supported the Salvation Army Bell Ringing at Target department store. 20 Squadron members braved cold, windy weather to collect donations for the annual event. The Salvation Army says they always have very full buckets when our squadron is doing the collecting. December 18th, Squadron and family members enjoyed a Holiday Social and potluck at the Fredericksburg Armory.

Just when we thought the Holiday season was busy enough, 5 cadets attended Ground Team Training with Prince William Squadron on Dec. 27th at Conway Robinson Memorial State Forest. We thank cadet parents who helped provide logistical support to make the cadet participation possible. January 10th, 5 cadets and 1 SM joined the Winchester Squadron for Winter Operations Training.

Fredericksburg participated in the following ELT Missions: Quantico, VA, Non-Distress Find, UDF Team members - C/Maj. Clifton Pleasant and Lt. Col. Frank Haas, Capt. Tyson Janney, Lt. Col. Rick Mosely (VAWG). Charlottesville, VA, Non-Distress Find, UDF Team members - C/ Maj. Clifton Pleasant and Lt. Col. Frank Haas. Manassas, VA, Non-distress find, UDF Team members - C/Maj. Clifton Pleasant, 2Lt. Renee Pleasant, FO Brian Irely (Leesburg Squadron). Capt. Tyson Janney and Col. Jim Kenkel (VAWG), Aircrew.

Pilot Lt. Col. Jim Stover provided C/AB Victoria Triana, C/AB Chris Triana and C/AB Josh Alvarado with their first orientation flights.

Continuing the tradition of cadet-led leadership, the following cadets are to be commended for attaining the highest levels of management proficiency. Congratulations on their new positions. C/Capt David Dillie to CC, C/2Lt Julia Reisenwitz to Deputy CC, C/2Lt Michael Goosman to XO, C/Msgt Joshua Storms to 1st Sgt, C/CMSgt Chris Dillie to Flt Commander, C/TSgt Jason Goosman to Flt Sgt.

Our squadrons recent promotions included: C/ Joseph Oergel to Amn, C/ Alvarado to Amn, C/ Victoria Triana to Amn, C/ Josh Wright to Amn, C/ Tyson Janney to Amn, C/ Chris Resio to Amn, C/ Jason Oergel to SrAmn, C/ Jason Gray to SrAmn, C/ Carly Garrett, the Wright Brothers Award, to SSgt, C/ Jason Goosman to MSgt.

C/ Steven Zaborowski, and Clifton Pleasant were presented the Eaker Award to Lt. Col. C/Lt Col Steven Zaborowski has been a contributing cadet for 5+ years. He has served in numerous cadet roles during his tenure. He has been the VAWG Encampment Cadet Commander, VAWG Cadet of the Year, our squadron Cadet Commander and Cadet of the Year. In addition he has attended the International Air Cadet Exchange, among several other National Cadet Special Activities. He currently attends Penn State University. He continues to mentor several of our senior cadet officers and has recently accepted the responsibility of tracking the Wing PT Challenge. C/ Zaborowski is an impeccable representative of CAP and our squadron. We are proud and honored to work with him.

C/Lt Col Clifton Pleasant has been a contributing cadet for 4+ years. He also has served in numerous roles during this time. He holds several E/S ratings and is a certified instructor for the American Red Cross. He is currently the VAWG CAC Chairman, he has Commanded Cadet squadrons both at VA-108 and at Encampment 2003, was squadron Cadet of the Year for 2003, and has been selected as Executive Officer for the upcoming VAWG Encampment. He currently supports our squadron as the C/Leadership and Operations Officer. We are proud and honored to work with him as well.

Senior members promoted include Frank Haas to Lt. Col., Steve Dunn to Capt. and Mike Villalva to 2Lt.

Holston Valley Composite Squadron- Thirty members from Holston Valley attended the DF Course held by Danville Composite Squadron. Topics covered were Search and Rescue Teams, First Aid and SAR Satellites. After lunch it was hands on training with Navigation and a practice emergency locator transmitter search. The day ended with a cadets verses seniors race to see who could find an ELT first. The cadets won!

Langley Composite Squadron On 7 December 2003, 10 cadets and 4 SM's participated in a Squadron hike around Langley Air Force Base. The participating cadets were: Lucas Smith; Chris Gates; James Osbourne; Ryan Douglas; Matt Streams; Scott Brumley; Rafael Rodriguez; Michael Morice; Michael Burr; and Anthony Mascaro. SM's joining the hike were: Mike Shidisky; Rob Carey; Charles Shidisky; and Jose Rodriguez. On Monday 15 Dec 2003 the Squadron Holiday Party was held at the Denbeigh Bowling Lanes. Four SM's and 18 cadets, with some family and friends, had an enjoyable evening. On 5 January, Maj Joe Bateman, the Group 5 Commander, visited the Squadron for presentation of Awards. The following Awards were presented: 1) Cadet D. Clay Carter, Mitchell

Award and promotion to C/2Lt 2) C/Capt W. Tyler Crockett, Commanders Commendation, for his help with training of the squadron Honor Guard. 3) Cadet Jonathan Hildebrand, promotion to C/SrA 4) SM Jose Rodriguez, Level 1 Certificate 5) Mr Don Emmett, Sponsor Member, Certificate of Appreciation for his help as a mentor for cadets. On Sat 10 Jan the scheduled glider ops were cancelled due to weather. Those at the airport had a good learning experience: they learned and participated in de icing a plane. Those who took part in this were: Lt Rob Carey; Mr Don Emmett; and cadets Anthony Mascaro, Jonathan Hildebrand, Brett Kessler and Josh Carey. Also in Jan Cadet Brett Kessler was promoted to C/MSgt.

On January 24th 2004 nine cadets and five senior members of the Leesburg Composite squadron made their way to Franklin Park in Purcellville for a day of field training. Snow, cold and light winds during the day made this a challenging exercise to say the least. Franklin Park is a great location with its covered pavilions, orienteering course and best of all HEATED bathrooms. How many cadets can you get in an 8x10 bathroom? All of them!! While Lt. Nelson Irey, FO Brian Irey, Lt. Bob Miller and Lt. Tom Johnson worked with the cadets Maj. Waters fired up the propane stove and started heating water for hot chocolate and heating Chili. If success is measured by the amount of hot chocolate consumed we had a great day, as 3 1/2 gallons of hot chocolate was consumed as well as a gallon and a half of chili and many MRE's. Cold weather makes you hungry!

The first exercise Lt. Nelson started with was having the cadets find our current location on a topographical map followed by additional map training. Due to some technical problems with the ELPER, Lt. Irey had to rethink the training scenario. The cadets were divided into three teams and were sent on a mission around the orienteering course. Radio procedures were used and the teams called back to base giving position reports and bearings to an ELT using body blocking to determine the bearing to the ELT. Maj. Waters and Lt. Irey manned the base radio and Lt. Irey plotted the bearings given by the teams to the ELT. After the teams returned to base, we looked at the merge points and determined a bearing from the base camp to the merge points. A line search was performed and the ELT was located quickly. This concluded the days training. Everyone seemed to have a good time and a lot of knowledge was transferred. Thanks to Lt. Irey for his great instruction and to the other seniors for all their help. Thanks also to the cadets that braved the weather to come out and get some good training.

Martinsville Composite Squadron- A Holiday Social was held on 15 December. Cadet Megan Dillon earned her Earnhart Award and Norman Biersbach received his First Flight Certificate. Birthday material was distributed to local Radio, Cable TV and newspapers. Promotions were awarded to C/Capt Megan Dillon. C/Ssgt Ben Hensley and to C/Ssgt Zane Morris.

Newport News Composite Squadron has a busy year ahead as they continue to fulfill the missions of the Civil Air Patrol. Seniors at Newport News have set the bar high for 2004. Our plans and goals for the year ahead:

Safety: Newport News Composite Squadron always places safety at the top our priority list. Not only do our two safety officers, 2Lt Bart Drummond and Lt Col Richard Shultz, provide us with excellent monthly briefings, but we sponsor a unique pilot safety program where our pilots gather monthly to set and discuss proficiency and training goals. Each of these meetings is followed by a pilot safety and training seminar.

Responding to Missions: Newport News Composite Squadron plans to continue its fine tradition of responding to emergency services missions. Our squadron is home to well trained aircrews, UDF teams, and communication specialists. In 2003 we responded to 27 actual missions - 28% of all Virginia Wing missions. (It was a slow year.) Day or night, Newport News Composite Squadron is proud to be able to respond to nearly every page requesting our services.

Communications: One of Newport News Composite Squadrons 2004 goals is to bring professionalism to radio skills of all of senior members. Our communications program is one of the largest in the Wing, boasting five senior member amateur radio operators as well as several other communication specialists. Our training is ongoing with members being taught to check into the HF net at every Tuesday meeting. This year we plan to ramp up the training even more with VHF training to follow the HF net. **Slow-Scan and Advanced Technology:** Another one of Newport News Composite Squadrons 2004 goals is to develop a special operations program of seniors trained to operate CAP slow scan and other advanced technology equipment. While the basic operation of this equipment is simple, experience has taught us that training and skill is required to utilize this equipment to it full potential, creating lifelike, detailed images needed by emergency managers.

Senior Orientation Flight: Newport News Composite Squadrons final 2004 goal is to ensure that all Newport News Composite Squadron senior members experience the joy of flight. Our regular cadet orientation flights will be complemented this year with senior orientation flights for non-pilots and non-current pilots. These flights will serve to orient non-pilots to our CAP flight operations while promoting proficiency amongst our pilots.

NNCS cadets are already quite busy. Twenty two NNCS cadets attended a 1 hour presentation by Bill Conkling about building and flying remote control model aircraft. Mr. Conkling showed three aircraft, one

electrically powered, one glider, and one hybrid (powered glider). Mr. Conkling is employed by Lockheed Martin at NASA Langley Research Center.

Twenty two NNCS cadets attended a 45 minute presentation by Lt. Pat Parker concerning the inner workings of the Wankel rotary engine. The disassembled engine was presented on a table in parts so that all the major assemblies could be easily seen and understood. An excellent moving graphic showing the combustion cycle of the rotary engine can be found at <http://travel.howstuffworks.com/rotary-engine4.htm> The engine displayed by Lt. Parker is a part of his RV-7 home-built aircraft project. Fifteen NNCS cadets participated in a 1.5 hour visit to a LAFB F-15 maintenance hangar. Three aircraft were in various states of inspection. This opportunity allowed the cadets and sponsors to see the complex inner workings of the F-15 that are not normally visible to outside inspection.

Six NNCS cadets participated in orientation flights at Chesapeake Airport. Five cadets received flights in the Wing Blanik L-23 glider, four received power orientation flights, and six cadets received back seat flights. Eleven NNCS cadets are prepared to attend the MER Color Guard and DDR weekend on 6-8 February 2004. The NNCS web page can be found at: <http://www.geocities.com/phfcap>

Eight members of **Prince William Composite Squadron**, and two family members, were trained and certified in Red Cross first aid and CPR in January 2004. Senior member John Wallin was our instructor for the day. Training started at 0900 and ended at about 1600. The class was held in the pilots lounge area of the main terminal building at Manassas Regional Airport. The following CAP personnel successfully completed the training. 1LT Dale Rolfe, Capt Federico Genoese-Zerbi , Lt. Col. Michael McNeely , C/Msgt Michael Conner, C/AB Jacob Elphee, C/A1C Spencer Gibson , C/SrA Bryan Blank, and C/Arm Joshua Wofford . We very much appreciate Senior Member Wallin's work in becoming a Red Cross instructor and providing this training. Having him in the squadron will make it much easier for our members to maintain current qualifications in first aid and CPR.

Roanoke Composite Squadron- The following cadets were promoted to their present grades this month: C/SMSgt Daniel Bessette, C/TSgt Katrina Litchford and C/A2C Justin Boitnott.

Lt John Powers and Maj Bob Wingfield located the source of an ELT signal during a ES mission. The signal was traced to a malfunctioning computer on the campus of Virginia Highlands Community College at Abingdon, VA.

Roanoke Squadron held our annual Christmas Banquet at the Vinton War Memorial with 81 attendees. These cadets were recognized: Cadet Airman of the Quarter, C/TSgt K. Litchford; Cadet Airman of the Year, C/SSgt Marshall Cox; Cadet NCO of the Year, C/SMSgt Daniel Bessette and Cadet of the Year, C/Major Patrick Bennett. The dinner was excellent and everyone and a great time.

Southside Composite Squadron - Congratulation to Cadet John Carter and Cadet Nicholas Skaperdas for earning the Gen. Billy Mitchell Award. Five Southside cadets have earned the Mitchell in the last year. Maj. Randy Hardy presented their certificates in a promotion ceremony on January 6, 2004, in the presence of the squadron and their families. Congratulations also to Cadet Guy Butts III on earning the Wright Brothers Award. His certificate was presented by 1st Lt Michael Girardi on January 13, 2004. He has been a member of Southside since last May after transferring from Minnesota and is the first Southside cadet to earn this milestone since its inception last April.

Other cadet receiving promotions in January were C/1C Andrew Brady Jr. and C/SrA Aemon Broughear. C/2d Lt Laura Thiem and C/2d Lt Adam Goins completed Achievement 9 Flight Commander in December and January, respectively.

Southside Composite Squadron held its annual holiday party with a potluck dinner for squadron members and their families on Dec. 16. After dinner, the cadets had a Nerf toy exchange. The subsequent "battle" had Nerf balls flying back and forth across the hangar. Fun was had by all.

Two weeks later, the squadron held its first games night. Capt Evans taught GO to interested cadets and seniors. The cadets also played chess, Axis and Allies, and Strategio developing strategy skills.

On January 17, 2004, nine Southside cadets along with Danville cadets, participated in an FTX at Fort Pickett which taught skills needed for the 101T. The sessions were taught by senior members from both squadrons, with Maj. Hardy present for testing and signing the 101T. After meeting at Wing Headquarters at 0600, traveling to Fort Pickett, and sitting through morning classes, the cadets had a chance to be outdoors in the afternoon for the classes.

As the squadron continues to grow in numbers, the upcoming months will have a plethora of events ranging from cadet o-rides to trips to the Udvar-Hazy Center and Virginia Aviation Museum to FTXs.