



**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.

APR 2003

- 16-17 Mission Aircrew Training, Wing Wide
- 21 S U I, Group 3
- 24-25 MER SAR School, Fort Pickett
- 24 SLS, Group 5
- 27 S U I, Newport News Composite Squadron
- 30-2 MER SAR College, Fort Pickett

REPORTS DUE: (Required by NHQ &/or Wing CC)

- 5** - Corp. Vehicle Daily Inspection Repots
- 10** - VA Wg A/C Utilization Reports due (Including Checks)
 - 1st Quarter** Safety Repot
 - 1st Quarter** Public Affairs Report and Monthly Report
 - 1st Quarter** Aerospace Education Report

MAY 2003

- 4 S U I, Southside Composite Squadron
- 8 Air & Space Museum, Herndon, VA
- 11 S U I, Prince William Composite Squadron
- 15 Flight Clinic, Wing Wide
- 20-24 Mission Aircrew Training, Wing Wide

REPORTS DUE: (Required by NHQ &/or Wing CC)

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

1. WING COMMANDER – I am very pleased to inform the Wing that our Compliance Inspection verified that we are indeed doing a fine job in Virginia. The overall rating for Virginia Wing is EXCELLENT!

You have every reason to be proud of yourselves and our other Wing Staff who worked very hard over the past year to take new challenges upon themselves, and to ensure full compliance with CAP regulations! Well Done!

There were 8 areas rated as Excellent, 10 rated Satisfactory, and 1 Marginal. There were NO Unsatisfactory ratings. Also noted were 2 Benchmarks and 49 Commendable, with 16 Observations (low compared to average nationwide) and 17 Findings, eleven fewer than the national average. Virginia Wing is rated as Number One in the nation when compared using statistics from the 41 Compliance Inspections already completed in this inspection cycle!

Rated as Excellent were: Cadet Programs, Operations, Aircraft Management, Communications, Professional Development, Finance, Administration and Command.

Rated Satisfactory were: Aerospace Education, Counter Drug, Safety, Chaplain, Personnel, Public Affairs, Supply, Real Property, DDR, and Legal.

Inspections was rated as Marginal, as the improvements in the program were only a few months in the making and not yet up to the expectations of the inspectors. A plan to make improvements in that area is already under discussion.

Thanks again for your hard work, diligent efforts, and great "can do" attitude! Working together, we have created the model for other Wings to emulate! Thanks once again for your attention to detail and unselfish volunteering of your time!

You have been asking why we are doing all of the Subordinate Unit Inspections (SUI) in recent months. It's because the regulations say that we have to do so, with each unit inspected every 24 months. Look at it as an opportunity to correct any problems or deficiencies that may be uncovered, rather than a punitive exercise to make you look bad. That's not what we are after. Take an interest in inspecting your unit before the IG comes to do the same. Perhaps you can fix things before they are brought to your attention by my staff. A schedule is to be published by the Wing IG.

Same thing goes for the Short Notice Inspection for units with Aircraft. We are required to inspect once in 18 months, but it's limited to flight and pilot records. In all, we come to inspect because we must, not to find things to make an issue of. Your cooperation with the inspectors will assist in making the experience a more pleasant one for all involved.

We must continue to pay close attention to our uniform, ensuring that we are wearing it correctly at all times. I continue to see improvement as I travel throughout the Wing, but there are still a few who are not wearing it properly. Remember that we are only authorized to wear a black leather name tag on the flight suit and flight jacket. The cloth name tag is not authorized for CAP. Nor is the leather A-2 jacket with our military uniform. Whichever uniform you wear, be sure that it is worn properly!

I cannot stress strongly enough the need for proper flight release and completion of paperwork prior to beginning any CAP flight operation. Other Wings have been stung by failures in these critical areas, and we do not want to have that happen in Virginia Wing. Add to this the new requirements placed upon us by the Air Force in regard to Air Force sponsored missions, including the need to have prior written approval before flight, plus a regular flight release from an FRO, and we can easily find ourselves out of compliance. Please pay strict attention to the operating rules and procedures to keep you, and us, out of trouble. Remember – ALL CAP flights must be released by an FRO prior to operation.

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: 5 June, September 11 and Nov 6 2004.

I would like to welcome two new Unit Commanders; Lt. Robert L. Hammock of Lynchburg Composite Squadron and Lt Neil S. Domalik of Shenandoah Senior Squadron. They have stepped up to bat for their Squadrons. Please assist them in their efforts to get on top of the learning curve!

3. SAFETY The Safety Culture – We have recently talked more and more about instituting a safety culture in the VA Wing. There are many ways to accomplish that, and they really all add up to incorporating a systematic approach, a systematic thought process to assuring any potential hazards to the activity at hand are anticipated and addressed before proceeding. That activity can range from the single-occupant vehicle operation and single-pilot proficiency flight to the gathering of hundreds for a week.

We have developed tools to aid in the operational risk management process. As those tools are used every time, without fail, the thought process for identifying, considering and addressing hazards and

their attendant risk level, risk management becomes instinctive and automatic, and the safety culture comes closer to being reality.

The March edition of The Sentinel identifies a link to a document titled "Score Your Safety Culture," based on a set of questions developed by Professor James Reason. The link (<http://www.tc.gc.ca/civilaviation/systemsafety/brochures/Tp13844/menu.htm>) is part of the Website of Transport Canada, the Canadian counterpart of the Federal Aviation Administration. The document at the end of the link is a checklist to score the health of an organization's safety culture. There are 19 questions, and an online process of scoring the answers results in a numerical score reflecting the "health" of the safety culture of the organization that is the subject of the quiz.

We will not repeat the checklist here, but there is a Health Warning at the end of the document is an important message and reads as follows: "High scores on this checklist provide no guarantee of immunity from accidents or incidents. Even the "healthiest" institutions can still have bad events. But a moderate to good score (8-15) suggests that you are striving hard to achieve a high degree of robustness while still meeting your other organizational objectives. The price of safety is chronic unease: complacency is the worst enemy. There are no final victories in the struggle for safety."

Our efforts at instituting a safety culture do not guarantee perfect results. But instituting positive, proactive safety and accident prevention activity, even when setbacks occur, is far more desirable and satisfying than doing nothing and hoping for the best. We will experience the "chronic unease" cited above, but we will have the satisfaction of knowing we have done all we can to create a safe VA Wing.

4. 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!

At the region commander's direction, MER is pleased to announce the 2003 End of the Year awards results. As usual, we have many, many deserving members and the choice was very difficult. I want to thank Lt Col Phyllis Griffin, Major David Younce and Lt Col David Crawford for all their hard work.

Once the selection was made by the committee, the names were sent to the region commander for his approval. Once that was received, the nominations were sent to national headquarters as appropriate.

It is with great pleasure and pride that I announce our fourteen 2003 End of the Year Award recipients. They are:

Administration Officer - 1st Lt Jeffrey C. Fink - MD
Aerospace Education - Capt Christal M. Akers - WV
Chaplain (Senior) - Capt Jack A. Noble - VA
Chaplain (Unit) - Capt August A. Peters - MD
Communications - Maj H. Jacob Lindler - SC
Historian - Col Raymond Harris - DE
Inspector - Lt Col Jon K. Royer - MD
Logistics - Maj Ronald L. Slaughter - WV
MLO - Capt George W. Murray - MD
PAO - Lt Col Anthony Biondo - NC
Personnel - 1st Lt Elizabeth J. Seacrest - MD
Safety - 2d Lt Joseph A. Weinflash - NC
Senior Member of the Year - Lt Col John Lierenz - DE
Cadet of the Year - C/Col Stewart L. Sibert - VA

Since the Middle East Region is not having a conference this year, all award elements will be sent to the respective wings for presentation at the appropriate time. Congratulations to you all! There are well deserved!

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

6. 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.

7. CADETS - Congratulations to C/Col S. Sibert for being selected as the Middle East Region Cadet of the Year! C/Col Sibert has worked very hard to set an example that is equal to none. Please give him your support and congrats.

The Wing would like to congratulate Cadet Major Nicholas Pajic for his recent acceptance to VMI for the coming school year. This takes an incredible academic and professional achievement in a young adult. Please share with me in a heart felt congratulations.

Due to C/Major Pajics acceptance to VMI, he has resigned his position as Encampment Commander. C/Capt Jerry Peter will be assuming the position of Encampment Cadet Commander effective immediately. It is a great honor to VAWG to have such fine upstanding cadets.

8. OPERATIONS

Sayings, Limericks, Doggerel, and Sage Advice (with a little parsley, rosemary, and thyme)

Virginia Wing has completed a very good Conformity Inspection. We received many comments on doing things correctly. These comments were on what we had done. We have to continue to maintain a 100 % thrust towards doing it right. Old saying, **Flying is not inherently unsafe, but the air even more than the sea is terribly unforgiving of mistakes.** Let's not drop our guard. Always use checklists and CRM. It is very hard to stay at maximum levels but that is what will keep us out of trouble. Never take short cuts, never try to convince yourself that you have to fly. Sage advice: **You never have to be anywhere in an airplane.** Use ORM, make sure the numbers add up to "this is a good idea."

Limerick, **Spring is sprung, the grass is ris, I wonder where da boidies is?** The boidies is like the old boll weevil, "Just a looking for a home, a place to build a nest." That home may be your airplane. The top of the engine is a great place: sheltered, rent free, a good neighborhood. Maybe that is already taken. Inside the tail section is a good choice too. The realty agent said we could set up housekeeping right away. We do much better than Pulte Brothers. They take 4 months to build a house. We can do it in 3 hours.

Well they did it. Now what? You cannot call the sheriff to dispossess the squatters. You have to do it yourself. But how did you know they were there? Saw the telltale signs, bits of straw, pieces of yarn, small twigs, and the ever-present signature of splotch. (I should not have to explain. Ask your mother what bird splotch is). So you think about it for a minute. Is that a nest in only a corner of the engine? It won't make much difference in the cooling, it only affects one cylinder, have 3 others. Life is good. Ever smelled burning feathers, burning bits of wood or straw in an airplane? Seen smoke come into the cabin, had the engine run rough as it is coming apart, tends to ruin the day as well as requiring you to fill out all those reports to CAP, the FAA, NTSB and the local constable for landing on the highway to say nothing of that guy whose Rolls you scratched when you touched down on his roof.

Never did like to complete CAPF 78. So let's get the nest out. It might even make a good birds nest soup. Let's see how we do this. First we have to get the propeller out of the way of the cowl openings. Better make sure the mag switch is off before we move the prop. A good idea is to put the

ignition key in your pocket. Since you are planning to fly you won't go home with it anyway. Carefully turn the prop to the vertical position, look inside the cowl, (a flashlight is very helpful) and see what or who is in there. There it is on the left side over the last cylinder about 4 inches across and 2 inches high. If you can read a Lycoming or Cessna part number on it, it is part of the airplane, if not it is a feathered friend's home. With a little luck it is not presently inhabited. You reach in and pull out all you can see and feel. Did you get it all? Maybe, maybe not. Get a mirror and hold it so you can look down into the engine where the nest was, if in doubt take the top cowl off and check. If there is any question in your mind refer to "Sage advice" in paragraph 1.

Our clients liked the tail better. Same signs as above. Still not sure of what splotch is? Oh well. You start pulling out grass, straw, twigs, an old sock but can't reach it all. Some times a long nose pliers helps or there is a vacuum cleaner handy. You want to get it all but you cannot. What are the consequences? There is not much weight in a bird's nest unless you happen upon an eagle's nest but not too many make their homes in airplanes. A small amount of weight can unbalance a control. Some of the problems that can be created are of jamming a control, flutter, and corrosion. If you are in doubt get a mechanic to look at the airplane. If parts have to be removed to clean out the detritus get in touch with the local maintenance officer or custodial officer and they will make arrangements to have the work done.

Make sure the cowl plugs are removed before starting. I know we always do that, except for the one on my desk that has seen better days when the prop flung it about forty feet. Never did find the other piece.

A new item has been added to the Airplane Information Folder (AIF)-- the blue book with the zipper around it (except for 51X which is purple). The second tab now holds The Sentinel. This is a safety of flight publication and is mandatory reading. When you have read this month's issue, sign the sheet that is at that tab. We are going to put a copy of all the Wing Operations Bulletins at this tab also. You can read these before coming to the airport, as they are available on the paperless wing. When you sign the sheet you are saying you read all the items in tab 2.

Winds are rather gusty in the spring and quite changeable. Know the cross wind limitations of both the aircraft and yourself. Practice cross wind landings. Look at the wind sock on short final for the current wind. If you have forgotten, the pointy end is down wind. Keep the wing on the wind side down. Keep the aircraft going straight with the rudders. After touch down keep the wind correction in (but be sure to straighten your rudders before you lower the nose wheel). If you are uncomfortable with cross wind landings and gusty conditions, spring is a great time to schedule some time with a CAP instructor and sharpen your technique. When you are taxiing know which way the ailerons and elevator must be held based on the location of the wind to the airplane. If you have forgotten there is a diagram in the POH but know it before hand. While the airplane is tipping over, is not a good time to be trying to find the page. Old saying from tail wheel pilots that might save your bacon some day, **you have to fly the airplane all the way to the tie down.**

Many years ago one of the old timers came up with the comment **that flying should be fun.** It will be if you keep on top operations. Just a little distraction can turn an airplane with a pilot and three passengers into an airplane with four passengers.

Last. **Nothing in any manual will replace good judgment on the firing line.**

9. EMERGENCY SERVICES - Funding for this year has been reduced by about \$5K from what we had previously been promised. Based on our amended funding levels, it is apparent that we will not be able to fully fund all the activities on our training calendar. Rather than delete whole events, selected events will be reduced in scope. Mission aircrew training will be reduced in the number of days offered, and Form 5s for non-pilot ES personnel (except check pilots) will not be supported beginning 1 April.

Our MELR is unable to support our request for a SAR EVAL in May, as was previously scheduled on our annual training plan. Consequently, numerous changes to the training calendar have occurred and are listed below. The Wing Calendar will be updated within the next week to reflect the following training changes.

3rd Quarter

10 April - Ground Branch Director's Course - no change
17 April Staff Coordination Exercise - moved to 26 June
15 May SAR EVAL - moved to 17 July
15 May, now used for a Flight Clinic (Stand/Eval)
22 May Mission Aircrew Training - now includes Group 5 SAR CAP 19 June Mission Aircrew Training - no change

4th Quarter

26 June - Staff Coordination Exercise

18 July - SAR EVAL at Chesterfield (Group 1 SAR CAP is cancelled) 20-22 Aug Mountain Flying Clinic. Responsibility shifted to Group 1

The results of our compliance inspection were generally favorable. Here are a few of the general comments from the inspectors:

* Mission records were generally complete, but there were instances where pilots had not properly completed the CAPF 104 to reflect the events of the mission.

* IC logs and VAF 122 were generally excellent. Special note was taken on the thoroughness of the IC logs.

* CAP Form 100s were in some instances lacking in documentation for renewal of mission base records. For example, a CAP member who was renewing his AOBD rating did not produce evidence of mission participation in the form of a log or other reliable mission record indicating satisfactory performance during a mission. The same general comment holds for observers, UDF team members and mission staff ratings.

Each CAP member who wishes to pursue an advanced specialty rating in emergency services is admonished to review CAP Regulation 60-3 as the definitive source for qualifications and requirements. Except as supplemented, the Wing strives to follow the requirements as published. Specific procedures and clarifications can be found on the Paperless Wing under the ES section, in a document entitled Emergency Services Specialty Ratings Procedures. Departures from the regulations and procedures may result in requests for award of an advanced rating to be unnecessarily delayed or denied. Evaluators are requested to ensure that applicants properly test and meet standards before signing a Form 100 or 101T.

The MER SAR College is fast approaching. If you would like to sign up and have not done so, please go to the MER web site and apply. Application is simple. This is an excellent opportunity to earn ES ratings, or portions of ratings in a training centric environment. The goals this year in ES revolve around completing ratings where possible, or in completing specific sections of ratings.

The SAR grided maps that everyone has grown to know and use will be printed again this year for us by VDOT and distributed to us within the next 8 weeks. Distribution will be made to each squadron based on the number of people in the unit who hold at least GES rating based on the Wing database. If you have members who have earned a GES rating but not submitted their Form 100 and GES test diploma to Jim Scuffham, please do this as soon as possible to ensure you will have the maximum number of maps the initial distribution.

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 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.

Training Opportunity - The National Capital Wing CAP is sponsoring a Branch Directors course on 24 and 25 April 2004 in conjunction with the Ground Search and Rescue Institute at Fort A.P. Hill Bowling Green VA.

This course is designed to teach and test the Familiarization and Preparatory Training and the Advanced training requirements of the 101T's for Air Operation and Ground Operations Branch Director. Personnel applying will be expected to complete the entire course during the two days it is scheduled.

In addition the course will:

1. Teach Search Theory which is applicable to this level position within the ICS structure.
2. Teach a comprehensive set of processes for the management of air and ground assets. These processes are time tested and mission proven and involve both the ICS system as it applies to SAR as well as the Virginia Department of Emergency Management SAR programs approved processes.
3. Conduct tabletop missions to practice the skills and knowledge earned.

Housing will be in barracks in conjunction with the NAT CAP GSAR. Food is to be provided by the participants. There are few local restaurants and due to distance will take away from the training schedule if a participant attempts to use them.

The cost for the course is \$25.00. These monies will provide the participants will printed materials appropriate to the course and cover copying and other administrative costs associated with the training. This fee will be collected during registration on 24 April.

Applicants must meet the prerequisites stated on the appropriate 101T for Air or Ground Branch Director. Application can be made by email to dcarter001@msn.com. Deadline for course registration is 15 April 2004. In that email provide name, rank, home address, contact phone numbers, current position in CAP, a short history of SAR experience, any SAR management courses taken such as Inland SAR School, Managing Land Search Operations, etc. Applicants' chosen will be provided with additional information, maps, etc. There are a limited number of slots available for this course. Thus, the sooner you apply the better your chances of being chosen to attend.

Questions can be addressed to me. Lt Col David A. Carter at the email address above or at (540) 786 5186 after 1800 hours.

Capt Michael Kirk is putting together a UDF course in the Tazwell area on the 17th and 18th of April. This is the first of several trainings that he would like to host in the SW area. Your personnel will need to have at a minimum their 101 Card in General ES and the required pack items for a UDF Team Member, which consist of the following: Complete uniform, Notepad and pencil, All CAP ID including 101, Watch, Orange reflective vest, Ground/UDF Team Task Guide (Available through CAPMART), Flashlight with extra bulb and batteries, Change, Calling Card or Cell phone for calling base, Compass (Orienteering type, liquid filled with a glow in the dark dial), Protractor or straight edge, Ziploc bags for maps, and At least 1 meal or money for meal.

Understand that this is a minimum equipment set for UDF tasks ONLY. This is a far cry from the 10 Essentials list that is required for Ground Team member Training. PLEASE remember that UDF Teams are not allowed to go into the woods nor are they allowed to be put on Ground Teams...until they have met the minimum required training for a 101T as a Ground Team member.

Please email Capt Kirk at vawgsar@adelphia.net with the number of interested people you have at your squadron.

11. AEROSPACE EDUCATION- It's that time of the year again when the **1st Quarter AE Activity** reports **are due by April 10th**. Let's have a repeat of the good record we established in January when we had 100% of our Squadrons reporting. I hope everyone has received a copy of the VAWG Supplement to CAPR 280-2 that spells out these dates and contains a revised reporting form, which should be easier to use.

The Wing underwent the Compliance Inspection (CI) on 13-15 March and received an overall rating of Excellent. This was due to the very hard work of the Commander, the Chief of Staff, my fellow directors and staff within the Wing. The Aerospace Education program was only rated Satisfactory, which to me was a little disappointing, but it has given me the incentive to make the AE program that much better for the next inspection. I need all of you to help me. We still have a large number of Squadron's without Aerospace Education Officer's (AEO's) resulting in the already overloaded unit commander's

performing this duty. Many of the AEO's have not had the opportunity for training so I will have to find a way to fix that. Expect a training program at the Wing Conference in Roanoke next fall.

I was able to attend the National Congress on Aviation and Space Education (NCASE) in Atlanta, Georgia last month. What an experience! I was able to talk with many of the leaders in Aerospace Education and get a lot of good suggestions on how to improve our program. I urge all of you to attend the next NCASE to be held in Arlington, Virginia in late April of next year, you won't regret the experience.

The AE Plan of Action (POA) has been signed off by the Wing Commander and I have distributed copies of it to all Unit AEO's and CC's by E-mail. Any one needing a hard copy mailed to them let me know.

I have had a number of reports of difficulty in accessing the On-line Yeager Test and getting a certificate afterwards. I hoped to get some input on this at NCASE but the cognizant personnel were not in attendance. Once I get an answer to your questions I will be sending everyone an E-mail message about what I have found out.

As I mentioned in a previous issue of the Wing Bulletin I would like to see a significant number of Squadrons having been visited by a member of the Wing AE Staff this year. Please let Major Bert Jones or me know when we can schedule something. We will probably need at least a month's notice. Major David C. Scull, VAWG DAE, 7897 Wellington Drive, Warrenton, VA 21086, Ph: 540 349-9310, E-mail: kd4sv@arrl.net. Major Albert L. Jones, VAWG Asst. Director for Internal AE, 370 Westview Lane, Heathsville, VA 22743 Ph: 804 580-5120, E-Mail: uptheriver@rivnet.net.

Newsbreak

Group 1- Group I has had 12 members become UDF certified since the first of the year, 5 new Mission Scanners, 1 Mission Observer. 25 members (including 10 from Lynchburg) attended a Basic Radio Course in Danville and 60 people from Danville and Lynchburg and Martinsville completed First Aid training receiving their First Aid Cards.

Fredericksburg Composite Squadron -

On March 4, squadron members visited Quantico Marine Base and toured the HMX-1, Presidential Helicopter, facility. The tour included a briefing and video in the "ready room" followed by a static display of a CH-53E and CH-46E Marine Helicopters. Everyone enjoyed hands-on, front seat viewpoints in these heavy lift transport aircraft. USMC SSgt Harrell conducted the briefing and USMC pilot, Maj. Boucher, led the hands on activity. This Aerospace Education activity ended with everyone enjoying a visit to the nationally known Carl's Ice Cream Shop. Attending cadets were - Amn Josh Alvarado, CMSgt Chris Dillie, Maj David Dillie, TSgt Rebekah Fulton, AB Nick Garcia, SSgt Carly Garrett, Amn Abhi Goyal, 2Lt Michael Goosman, SAmn Jason Gray, Amn Justin Hanson, A1C David James, Amn Cassie Lyons, SSgt Jason Oergel, Amn Joseph Oergel, SSgt Asia Pleasant, LTC Clifton Pleasant, 2Lt Julia Reisenwitz, SSgt David Smith, AB William Spencer, SMSgt Joshua Storms, Amn Shae Travis, AB Victoria Triana, Amn Joshua Wright. Senior member support was provided by - Valerie Oergel, 2Lt Renee Pleasant, 2Lt Richard Pleasant and Dave Reisenwitz.

Lt Col's Frank Haas and Jim Stover had a non-distress ELT find at Stafford Airport.

An ACUT (Advanced Communications User Training) Class was held in Winchester on Saturday, March 13th. The class was taught by the Wing Licensing Officer, Maj George Wilmoth. Cadet LTC Clifton Pleasant attended and completed the Advanced Radio Operators Authorization certification.

On March 18th, USAF MSgt Eduardo Onas, Bolling Air Force Base, visited our Squadron to present the Air Force Sergeants Association - NCO of the Year - Award to C/TSgt Rebekah Fulton. She was selected for her excellent military bearing, uniform standards, leadership skills, CAP knowledge, professionalism, her contributions as Cadet PAO officer, as well as her community service involvement, both locally and abroad. C/TSgt Fulton is a fine representation of Civil Air Patrol and our squadron. We are proud of her accomplishments, applaud her commitment to this organization and are honored to work with her.

On March 20th, several members boarded the Metro and traveled to Wash DC, where they enjoyed the Smithsonian's National Air and Space Museum and Museum of National History. Everyone enjoyed a beautiful day, great exercise and "incident free" security checks. Cadets attending included TSgt Rebekah Fulton, SrAmn Jason Gray, Amn Justin Hanson, SSgt Jason Oergel, Amn Joseph Oergel, SSgt Asia Pleasant, 2Lt Julia Reisenwitz, SSgt David Smith and AB Jonathan Young, Senior Member support was provided by Valerie Oergel, 2Lt Renee Pleasant, Capt Hope Reisenwitz and Dave Risenwitz

While some cadets were enjoying a trip to Washington, other cadets traveled to Wing HQ for Encampment Staff Selection interviews. Congratulations to these Cadets from Fredericksburg who were selected to fill the following staff positions for the 2004 Encampment. LTC Clifton Pleasant - Encampment XO, LTC Steven Zaborowski - PAO, Maj David Dillie - Squadron Commander, 2Lt Michael Goosman - Flight Commander, MSgt Chris Dillie - Flight Sergeant, SSgt Carly Garrett - PAO. Thank you to Lt Marco Soave, Burke Squadron for surrendering his entire Saturday to arrange and provide transportation for 14 cadets from 4 squadrons for these interviews.

In yet a third location in Virginia on March 20th, Senior Members Capt. Tyson Janney, LTC Doug Dudley and 2Lt Mike Villalva attended the Wing SAR-X in Newport News.

On March 25 Cadet Amn Justin Hanson was promoted to A1C and SMSgt Joshua Storms received his Red Service Ribbon for 2 years of active, productive and contributing membership.

As we continue to develop our Emergency Services preparedness, several members took advantage of the GSAR Training, for Ground Team Member Certification, sponsored by the National Capital Wing. This will be a 5 day training course at Fort AP Hill, to be completed over 2 separate weekends. Cadet attendees for the first session on March 26-28th were - LTC Clifton Pleasant, Maj David Dillie, CMSgt Chris Dillie, SrAmn Jason Gray, SSgt Jason Oergel and Amn Victoria Triana. Senior member support provided by Maj Richard Hardin.

Hanover Composite Squadron- I am very proud to announce Hanover Composite Squadron will be representing Virginia Wing at the Middle East Region Color Guard Competition! In a very close competition, which was tied 3 ways until the last part of the competition, Hanover won the Virginia Wing Color Guard Competition.

Hanover, Holston Valley, and Winchester Composite Squadrons competed in a professional manner. All teams exhibited teamwork and camaraderie inside of and between teams. Virginia Wing should be very proud of these cadets. Good luck Hanover cadets, when you compete, representing all of Virginia Wing

Holston Valley Composite Squadron - Our Squadron will be participating in the 2004 VAWG Cadet Competition with a strong Color Guard Team.

Congratulations to Maj Robert Dorton and TFO Justin Adkinson on successful completion of the AEPMS Chuck Yeager Award.

Our squadron is planning a trip to the Middlesboro Airport in Kentucky and a Control Tower tour at Tri-Cities Regional Airport in Tennessee.

Congratulations to Maj Robert Dorton over the last three month he has earned his Private Pilot Instrument Rating and completed a CAP Form 5 Check Ride in a Tennessee Wing C-172.

We would like to welcome our two newest cadets Melissa and Philip Waldecker to the squadron.

Langley Composite Squadron - C/Capt Tyler Crockett has been awarded a 4 year scholarship to VMI.

On 15 March Langley Composite Squadron was visited by 40 members of the Royal Canadian Air Cadets, 197 Typhoon Squadron. Due to major construction in the squadron building the cadets spent time socializing at the LAFB Community Center. The evening concluded with a brief tour of the Langley Squadron followed by an impromptu outdoor drill demonstration by the 197 Squadron. Not to be out done, members of the Langley Sq Honor Guard also gave a brief demonstration.

On 22 March the following SM's were promoted to the listed ranks: Capt Brian Wilson; 1Lt Robert Carey; and TFO Jillian Smith.

Newport News Composite Squadron - Wow! What a month! As of this writing, NNCS has responded to six missions in the month of March and played host squadron to a tremendously successful SARCAP.

The SARCAP was an incredible experience for all involved. NNCS members really stepped up to the plate to pitch in to make this event a great success. Richard Barhydt and Jordi Catusus taught and advanced aircrew class which earned rave reviews. Dave Rutishauser, George Bennet, Rod Bland, Dennis Faver, and Bart Drummond helped man the check-in table. Fritz Schaller and Terry Troyer worked the flight line. Ed Gause and his com crew of Terry Troyer and Tony Jeter did a wonderful job with communications. Dave Kausch organized a major building clean-up to prepare the building for the event. Mike Portanova worked air operations and Helen Woods handled logistics and admin. Arthur Korff and Cindy Byrd took numerous photographs of the event. Jim Byrd helped answer questions by many of the cadets during sign-in, led a UDF team, and spear-headed the clean-up after the event. Rod Bland

finished up his observer rating and many other members made progress on a host of other ratings. Good job to all!

On Saturday, March 13th Newport News Composite Squadron responded to a request from Col Cramer to perform an aerial photography mission for the Virginia Department of Emergency Management (VDEM). The site in question was a large tire dump located just south of the New Kent County airport. This tire dump has been monitored by VDEM for several years and has grown to the point where it poses a major fire hazard to the community. Of special concern to VDEM is the small watershed which the dump occupies which might be contaminated by runoff from such a fire. CAP was tasked to photograph the dump so that VDEM might gauge the rate of growth of this potentially hazardous site.

Newport News Composite Squadron had sponsored slow scan photography aircrew training only a few weeks prior to this mission. As such, while slow scan was not required for this mission, NNCS had trained aerial photographers at hand and was able to quickly assemble a skilled crew. The Newport News aircrew departed at approximately 14:00 LCL and took numerous digital photographs of the site. Photographs were then e-mailed to Col Cramer for distribution at VDEM.

Nine NNCS cadets attended the MER Color Guard and DDR weekend at Ft. Pickett. They were: C/2Lt Taylor, C/2Lt Sturdy, C/AB Beale, C/AB Frey, C/AB Bowermaster, C/A1C Arnold, C/Amn Arnott, C/Amn Herman, and C/Amn Bullis.

Three cadets have earned promotions: C/Amn Johnson, C/A1C Goodman, C/A1C Byrd, C/Amn Bowermaster, and C/Amn Arnott.

C/SSgt Wingfield received the Community Service Ribbon for 65 hours of community service and additionally, the Find Ribbon for participation as a UDF team member during a successful find of an USS Trenton during Mission 04M0251.

Five cadets have participated in Orientation Flights. They were Glider: C/AB Johnson, C/AB Hunt, C/2Lt Sturdy. Powered Flights: C/Amn Bullis, and C/AB Thibodeau.

During the 20 March NNCS SARCAP three cadets participated in the training exercise. They were: C/2Lt Taylor - Flight Line Marshalling, C/A1C Byrd - ROA/UDF Team, and C/AB Morrone - ROA.

Two cadets have become 18 recently. They were C/MSgt Swartz and C/AB Frey who have both completed the required CPPT.

Two cadets have submitted applications to the 2004 VA Wing Encampment. They are: C/AB Thibodeau and C/AB Frey. C/2Lt Sturdy has been selected as an Assistant Communications Officer for the Encampment.

Two new cadets have recently joined the NNCS. They are C/AB Calhoun, and C/AB Reed.

Roanoke Composite Squadron – F/O James Moser led a tour of the Roanoke Science Museum for our cadets. They had lunch and viewed an aerospace related film.

Congratulations to the following cadets promoted to their present grades: C/A2C Bonnie Lawrie; C/A2C Rick Richardson III, C/Senior Airman Hunter Guilliams and C/SSgt Wolfgang Chenault, who also received the Wright Brothers Award.

The following members of our squadron successfully completed the Mission Base Training held at Wing HQ this month: Lt Col Kabler, Lt's Powers, Litchford, SM Litchford and Hudson and Cadets K. and D. Litchford, W. Chenault and P. Connell.

Southside Composite Squadron - During the months of February and March 2004, the Southside squadron had a lot of promotions. On Feb 3, Kevin Doyle was promoted from C/AB to C/Amn and received Achievement 1 Curry Achievement. Also, Benjamin Fagan was promoted to C/SrA and received Achievement 3 Feik Achievement. On March 2, Laura Thiem was promoted to C/1st Lt and received Achievement 10 Administrative officer. On March 4, Benjamin Fagan went from C/SrA to C/SSgt and received the Wright Brother's Award. Aemon Broughear was promoted to C/SSgt and also received the Wright Brother's Award both presented by Capt. Evans.

On Feb 26 Lt Deborah Butts took three (3) cadets to the Virginia Aviation Museum to hear the Tuskegee Airmen speak.

Of course, there was the change of command which I found very interesting, being new to the Civil Air Patrol myself.

Lt Brady and Lt. Brady held a First Aide/CPR course on Feb 28. It was very successful. Cadets from south Richmond and Byrd attended also and everyone passed and will be receiving CPR certification cards.

On March 13 three senior members and six cadets visited the Steven F Udvar-Hazy Center near

Dulles Airport. After dividing into two groups, some visited the observation tower while others went right to the museum floor to check out planes. Those who visited the tower had to wait a while to see a plane land at Dulles since there wasn't much air traffic that morning. Each of the cadets was assigned a topic to investigate after lunch. Throughout the day, they met other CAP members as well as dispensed information about CAP to those who asked. After encountering some traffic in the DC area, the day ended with a stop at Cracker Barrel for dinner.

On March 16 we had an open house/recruiting night.

On March 18, some of the cadets went to the Virginia Aviation Museum to hear William Guenon speak on a daring POW rescue attempt during the Vietnam War. The cadets were real excited that they had met a man (William Guenon) who had participated in the raid. They also met an actual POW who was a prisoner of that particular POW camp but they had been moved before the raid. The POW's were able to hear the raid but were not rescued at that time. William Guenon wrote a book on the incident titled *Secret And Dangerous Night of the So N Tay: A POW Raid*. Mr. Guenon was also signing copies of his book.

On March 23 the cadets were visited by Capt. Christina McCranie the assistant director of cadets for Wing. She has served on Encampment staff for the last few years. She started as a cadet at Southside, progressed through the cadet program to at least captain. As a senior she served and worked in cadet programs and eventually became commander of Southside. Her father is Maj Chris Whitehead, Va Wing transportation officer.

Winchester Composite Squadron The Cadets, a NASA Earth Crew team worked on their next mission; to submit questions for the next webcast. The featured topic for the webcast is nutrition and food for space explorers. The team has submitted the following questions for the webcast.

- 1 Does the food taste the same in space as on the ground?
- 2 What is the best and worst meal or food?
- 3 Do you miss home cooked meals while in space?
- 4 Are there foods you can not eat while in space?
- 5 How are meals prepared and cooked or heated?
- 6 What meals or foods are eaten most frequently in space?
- 7 What food is the easiest and hardest to prepare in space?

In preparation for this webcast they reviewed the following links about Living in space, space food and eating right for long distance. Human Space flight: Living in Space - Space Food <<http://www.spaceflight.nasa.gov/living/spacefood/index.html>> and NASA explores - Eat Right for Long Distance Article featuring the space food categories and NASA research on growing food during space flights. There are accompanying activities for grades K-4, 5-8, and 9-12. <http://nasaexplores.com/show2_article.php?id=02-042>