



The U.S. Air Force Auxiliary  
NORTH CAROLINA WING  
CIVIL AIR PATROL



# Carolina WingSpan

December 2007

## WREATHS ACROSS AMERICA

The *Wreaths Across America* story began over 15 years ago when Worcester Wreath Company (a for-profit commercial business from Harrington, Maine) began a tradition of placing wreaths on the headstones of our Nation's fallen heroes at Arlington National Cemetery.

Over that period of time, Worcester Wreath has donated 75,000 wreaths which were placed by volunteers in a wreath-laying ceremony each December. This year, Worcester Wreath Company will do even more to show its respect and appreciation for those who serve, by doing the following:

- \* Doubling its annual donation to 10,000 wreaths destined for Arlington National Cemetery.
- \* In addition to the Arlington Wreath Project, Worcester Wreath will donate 2,500 wreaths to the Maine Veterans Cemetery at Togus, and over 1,800 ceremonial wreaths, representing all branches of the armed forces, will be sent to over 200 other state and national veterans cemeteries across the Country.
- \* For the first time in 2007, ceremonial wreaths will also be donated to 24 veterans cemeteries on foreign soil, and aboard U.S. ships sailing in all seven seas.
- \* All wreath-laying ceremonies will be held concurrently on **Saturday, December 15th, at 12:00 noon EST.**
- \* And lastly, on Monday, December 10th, 51 wreaths will be donated for a special wreath-laying ceremony at each State Capital and 36" ceremonial wreath for our Nation's Capital.

Needless to say Worcester Wreath Co. is by far the largest donor to the Wreaths Across America project and they are dedicated to this project for many years to come. It is a vision that we will one day honor every veterans' memory for the holidays, as a way to show our gratitude and appreciation for the sacrifices made to preserve our freedoms.



Wreaths at Arlington

Photo by James Varhegyi

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# Final Salute

It is with great sadness that I inform NCWG members that 1st. Lt. Mike Arrowood passed away suddenly in his sleep on Saturday afternoon 8 December 2007. He was the DCC for cadets, and had a great respect and admiration for them. Gastonia Composite Squadron will surely miss him.

The NC Wing joins the Gastonia Squadron in extending our sympathies to the family.

Larry J. Ragland, Colonel, CAP  
NC Wing Commander

## Member Profile

Beginning with next month's issue, we will be starting a new feature in your Wing newsletter: Member Profile. The goal is to help all of us know a little bit more about some of us. And at the same time, we hope this will be a forum or practice field for unit PAOs.

Your editor is on a first name basis with many members (Sir, M'am, etc.), so it would simplify things if he just wrote up something about someone and published it. But that could get tiresome. Each CAP member is unique in and of himself/herself. And so are our PAOs, the folks who report what's happening out there in the trenches. We look at this as yet another form of training--but not one burdened by regulations.

We'd like each unit PAO to take a hard look at each member of your unit. Who is not just an outstanding contributor to CAP, but someone who doesn't quite fit the mold. Your editor could write a volume on just one member--take Capt. Sal Tripoli of NC-048. It was learned recently, contrary to popular belief, that Capt. Sal did not give Orville Wright flying lessons. But he did loan Clyde Cessna ten bucks toward building his first airplane. Yes, Capt. Sal is older than dirt, but he's one of the most proficient, skilled, experienced instructors your editor has ever flown with.

Surely you have members whose very lives could fill a James Mitchener novel. Tell us about them, but please do it in 500-800 words max. Tell us about what they do for CAP, but how they stand out for the way they do it. Tell us a little about their personal life (but not too much).

Send your nominee to: [carolina.wingspan@gmail.com](mailto:carolina.wingspan@gmail.com)  
Use as the subject of the Email: **Member Profile**

Don't limit your choices to the Silver Hair Patrol. We will all enjoy reading about young and old alike.

This will be fun :^)

1st. Lt. Don Penven  
Editor, Carolina WingSpan

### Contents of this issue:

Final Salute .....	2
Member Profile .....	2
WAA - Salisbury .....	3
First Person Impressions .....	4
WAA - Cherry Point.....	5
WAA - Raleigh-Wake .....	6
"Rear Guard" .....	8
Cadet Leader Training .....	9
Gov's Tree Lighting .....	10
Carolina WingTips .....	11
Gifts for 3rd World Children .....	12
NTSB Reports .....	13
Christmas in Iraq .....	14
Happy 50th Birthday NC-048 .....	15
Errant EPIRB .....	17
Blue Ranger Bivouac .....	18
Emergency Landings .....	20
PAO Report .....	22
Commander's Call .....	23

# Wreaths Across America - 2007 Salisbury, NC



## The History

The Wreaths Across America story began over 15 years ago when Worcester Wreath Company started a tradition of placing wreaths on the headstones of our Nation's fallen heroes at Arlington National Cemetery. Over that period of time, Worcester Wreath has donated 75,000 wreaths which were placed by volunteers in a wreath laying ceremony each December.

## Event Schedule

Ceremony 11:00 am - 12:00 noon

Captain James Williams, CAP  
JPBTW@aol.com  
Mission Information Officer, WAA, Salisbury, NC,  
New Cemetery Site

## Event Locations

Veterans Hospital Cemetery, Salisbury, NC  
New VA Cemetery, Salisbury, NC

Captain Paul W. Twiddy, CAP  
capwaxhaw@comporium.net  
Honor Guard Officer In Charge, WAA, Salisbury, NC,  
New Cemetery Site



# First person impressions of a Korean War Vet

## Capt. "Marvel's" report from Salisbury

December 15 th. was a cold and wet day as we counted down the minutes until 12:00 noon. Standing in formation holding seven (7) Wreaths were 14 CAP Cadets from the Golden Eagle Squadron (NC-142) ready to perform the task of laying the Wreaths to honor the Veterans and active service men and women.

It was misting rain and standing at the gate in formation were 11 Cadets from South Charlotte Squadron (NC-800). They were the color guard and held the National, State, Army, Navy, Marines, Air Force, Coast Guard Merchant Marine and MIA- POW Flags Along with two (2) guards Carrying M-1 rifles.

Near the Memorial, eight men from the Rowan Veteran's Council Honor Guard with their M-1 rifles stood in formation ready to Fire a three (3) gun volley, 21 round salute to their fallen comrades.

Standing alone at attention among the tombstones stands a lone Cadet from NC-800 with his bugle tucked under his arm ready to sound Taps.

Members of the 3rd. US light Artillery unit (Re-enactment) stand ready to fire a salute from their 3 pound brass Ames Cannon. They will fire a salute to each branch of service after their wreath is laid.

The newspaper reporters and TV cameras are ready and we count.

12:00 noon, The ceremony Begins, The speeches are made. The Color Guard in perfect formation assumes their positions at the Memorial. The wreaths are laid one at a time and each time the service flag and all personnel salute. The cannon fires a salute each time a wreath is laid. Closing remarks are made, the Honor Guard fires a 21 round Salute. The lone Cadet sounds Taps, perfect, not missing a note.

Tears come to the eyes of this Old Korean War Veteran and Pilot and I salute these young Cadets as they honor my comrades both living and dead.

A job well done, We are proud of you.

(Pictures are available on CAPNC Net by Capt. Twiddy NC-0800)

James P. Williams Capt.  
Civil Air Patrol -NC-001  
PAO-AEO -IO  
704-633-9118  
JPBTW@aol.com

*I know our members don't do this type activity expecting any praise or recognition. But I am extremely proud of all our CAP members who participated in this very worthwhile cause. It does my heart good, especially this time of year, to see so many of our youth participating in this respectful manner for our fallen heroes. Their sacrifice must always be remembered.*

*Thank you for a truly great job.*

*Larry J. Ragland, Colonel, CAP  
NC Wing Commander*

# Group 3 members participate in “Wreaths Across America”

The Cunningham Field Composite Squadron led the Wreaths Across America ceremony at Coastal State Veterans Cemetery in Jacksonville for the second year. The event had attendance of around 200, and participants included active duty military from every branch, including a graduate of the Merchant Marine Academy. The Navy provided a Color Guard, the Marines contributed a bugler and firing team, and our own cadets laid the ceremonial wreaths with the military. Patriot Guard and Rolling Thunder motorcycle escorts attended, as did the various veterans organizations of Onslow County.

Mr and Mrs Dan Desens, whose son Dan, Jr. was KIA in Operation Iraqi Freedom, laid the POW/MIA wreath.

Marines from Camp Johnson Combat Service Support School volunteered to lay the 105 gravesite wreaths.

The ceremony was covered by FM 103.3, WCTI-TV channel 12, The Globe (Camp LeJeune), and the Jacksonville Daily News (Wreaths took the front page of the Sunday edition).

[http://www.jdnews.com/news/wreaths\\_53841\\_\\_\\_article.html/air\\_fleagle.html](http://www.jdnews.com/news/wreaths_53841___article.html/air_fleagle.html)

Merrill Worcester is to be commended for his generosity and his contribution to the memory of our honored dead.

Maj. Mary Anne Fleagle  
Cunningham Comp. Sqdn  
Cherry Point MCAS



# Wreath's Across America at State Capitol

December 16, 2007

## **In the Spirit of our Men and Women of the American Armed Forces and Allies.**

C/Major J. Coogan and C/Captain H. Everard led a group of dedicated Civil Air Patrol Cadets, Naval JROTC, Boy Scouts and Cub Scouts and members from the Patriot Guard Riders in a ceremony dedicated to Honoring our Military Hero's. Men and Women of the US Air Force, US Army, US Navy, US Coast Guard, US Marine Corp, Merchant Marines and POW/MIA's who gave completely without question of themselves for their country.

Attending guest Speakers and Dignitaries were US House Rep. Brad Miller, NC Senator Neil Hunt, representing U.S. Senator Richard Burr was Mrs. Betty Jo Shepherd, Col T. Finnerty Commander, Cary Senior High School NJROTC, Trumpeter, Mr. Curtis Lewis and Mr. Bob Hills of the Patriot Guard Riders.

At 12:00 noon sharp at the Capitol Building In Raleigh, NC despite the cold, rain and bone numbing winds.

Cadets under C/Major Coogan's Command Honored each service by escorting dignitaries and placing a wreath at the base of each Military flag. Beginning with the Day of our Countries birth to today's dedication to free people in the Middle East and the world. Our military family, fathers, mothers, brothers and sisters were not forgotten and continue to live. The names may have faded from our memories. However, each time we see our flag, we recite our pledge of allegiance, serve our country in active duty or as civilians, we keep the memory of our heroes alive. It is a responsibility our young men and women have taken upon themselves that no one will ever be forgotten.

The success of Raleigh's Wreaths ceremony, as well as 11 other Wreath ceremonies across the state of North Carolina, was made possible through the coordinated efforts of a lot of people. At the lead of that coordination was NC-048's very own Deputy Commander for Cadets, Major Al Therriault. In the Majors own words, "Now that you have had Sunday to relax, next year's ceremony is only a little over 360 days away. Better start planning."

For NC-048 Cadet Squadron, I am Lt Sam Brandt, and I for one am honored to be in the presence of such an extraordinary commander and fine young men and women.

2nd. Lt. Sam Brandt  
Aerospace Education Officer  
NC-048, Civil Air Patrol/USAF Aux.



# Wreaths across America Salisbury NC

Gregory Whitley director of the National Cemeteries here at Salisbury Thanks everyone and has ask me to put together a list of all the people and organizations that participated in the Wreaths Across America Ceremonies on Saturday. He wants to sent the list on to his superiors in Washington DC

I want to thank everyone that participated and helped me put the program together. With their dedication and work, it all came together on December 15th.2007 and the only thing that could have been better was the weather.

Listed below are the people and organizations that participated.

James P.Williams Capt. CAP-NC-Wing – Public Affairs  
Paul Twiddy Capt. CAP-NC-800 Public Affairs  
Gregory Whitley National Cemetery Director  
Arin Wilhelm 2/Lt. CAP Golden Eagle Sqdn.  
Ted McKay Maj. CAP Retired  
Robert Fox Lt./Col. CAP Former Sqdn. Commander  
NC-0800 Squadron Cadets - Color Guard  
NC-142 Squadron Cadets- Wreath Bearers  
Rowan Veterans Council - Honor Guard  
The 3rd. US Light Artillery Squad. From the Foot Hills Reenactment Group-3 pound brass cannon  
NC National Guard - Honor Guard---annex  
East Rowan US Army JROTC Wreath bearers – annex  
Patriot Riders - annex  
Salisbury Post and WSOC CH # 9 TV News Coverage

Capt. James P. Williams  
North Carolina Wing Civil Air Patrol

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## New Wing (Interim) Finance Officer

Members of NC Wing,

We have a new (interim) Wing Finance Officer; Lt Col Eric Grant.

Please direct your wing consolidated banking questions/concerns to Col Grant.

Thanks.

Lt Col Roy Douglass  
Wing Chief of Staff

# "Who's Your Rear Guard?"

On 10 November 2007, members of Coastal Patrol Base 21 and Cunningham Composite Squadron participated in the Morehead City Veteran's Day Parade along with nearly 200 other organizations, floats and bands. They had an unusual "rear guard" in the form of a modified C150 that drew a lot of attention to CAP as well as to the driver of the aircraft. It was a beautiful fall day, and many along the parade route gave a thumbs up and a cheer as the Van and members rolled by. This is CPB 21's 8th year of participation.

Photos and story by :  
Maj. Linda Eldredge  
Coastal Patrol Base 21  
Beaufort, NC



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## Recent SLS graduates

It is with great pleasure that we announce the names of the senior members listed below as graduates of the Squadron Leadership School (SLS) completed at the Winston-Salem Composite Squadron on December 1, 2007. Congratulations to these men for their dedication to Civil Air Patrol as they enhance their skills to provide service to America.

Dan Wishniesky, Director  
Jim Shepard, Asst. Director

### SLS Graduates



Kertis A. Henderson	Tony Z. Overman
John D. Eller	Gene E. Clodfelter
Robert J. Beichner	John Paul Golick
Richard Shoffner	John Washington
Nathaniel D. Hertzog	Ron Justice, Jr.
Christopher L. Melcher	Anthony Sandlin
Bruce MacPherson	Charles Rouse



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*It's that time of year, folks--your membership dues are due!*

# Cadet Leader Training

Fifteen seniors and one reservist, from Asheville to Elizabeth City, attended this weekend's Training Leaders of Cadets. I wish to thank each and every one of them for giving up their weekend to attend this important training. What an awesome group of adults who want to better the cadet program. Cadets make up 48% of the total CAP membership and combined with seniors leaders, represent over 53% of the membership totally dedicated to this important mission of CAP.

I wish to thank Curt LaFond from National Headquarters for coming up and instructing us. Those in attendance got a preview of some of the new and exciting things coming out of the cadet program area at national in the next few months. The rest of you will have to wait to see it.

A special thanks to Maj Al Therriault and the Raleigh-Wake Composite Squadron for hosting this event.

<b>TLC Graduates are:</b>	1st Lt James Newton
Lt Col Wallace Courtney	2d Lt William Newton
Major Rich Augur	2d Lt Sam Brandt
Major Winfred McCarty	2d Lt Kathleen Weeks
Major Al Therriault	2d Lt Stacy Isbell
Capt Tim Tessin	2d Lt Fred Draper
Capt William Isbell	SM Joseph Myers
1st Lt Larry Jansch	SM Butch Clopton
	TSgt Randy Dean - CAP-USAF

Congratulations to all the graduates and thank you for your service to the cadet program!

Pam Landreth-Strug, Lt Col, CAP  
Course Director

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## Weather Watch

As we transition through winter and on into spring, it may be valuable to get a refresher on the various services provided by the Automated Surface Observation Systems (ASOS) and Automated Weather Observation Systems (AWOS) in terms of weather planning. The AOPA Safety Foundation has a good article: <http://download.aopa.org/epilot/2003/sa09.pdf> or you can visit the FAA's ASOS website: [http://www.faa.gov/airports\\_airtraffic/weather/asos/](http://www.faa.gov/airports_airtraffic/weather/asos/)

David E. Crawford, Lt Col, CAP  
Director of Operations, NCWG  
Civil Air Patrol



Winter Sun By: 1st Lt. Don Penven

# NC Unit assists at Governor's Tree Lighting

**Raleigh, NC** - 25 cadets and senior member officers from the Apex Cadet, Franklin County and Raleigh-Wake Composite Squadrons joined a few hundred folks on the lawn at the NC State Capital Building for the annual lighting of the State Capital Christmas Tree. The evening was marked with several local vocal groups performing within the Capital Rotunda and the Raleigh Concert Band entertaining the visitors outside. Cadets assisted with venue set up and line the walk to present honors to Gov. and First Lady Mary Easley as they made their way from the Capital Building to the podium. After the event and site clean-up the cadets were treated to hot chocolate and holiday cookies supplied by the State Capital Staff. Also there to share in the festivities representing NC Wing HQ were LtCol Lucy Davis, and Capts. Dan McCollum and Andy Wiggs.

Maj. Al Therriault  
Deputy Commander for Cadets  
Raleigh-Wake Comp. Sqdn.



Cadets clear the way for the other big man of the evening, Santa. Cadets L to R C/Lt Travis Chaput, C/Maj Jeremiah Coogan and C/Amn Lincoln Evrard keep the crowds back from Santa and Mrs. Claus escorted by Ms Diana Mauney Special Events Coordinator for the NC State Capital.  
Photo by 2nd. Lt. Sam Brandt

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## Submitting Articles

**Carolina WingSpan:** The preferred method for submitting copy is for you to create the copy in MS WORD and send it as an attachment via Email to: [carolina.wingspan@gmail.com](mailto:carolina.wingspan@gmail.com)  
Photos should also be sent as ATTACHMENTS to an Email to the above address. Please avoid sending photos and copy in separate Emails. DO NOT embed photos in the copy. The resolution is often very poor and they won't be used. Send two or three of your best shots. Each photo must be identified: list subjects Left to Right and include a brief description of the action. Please don't send me a link to a website containing dozens of photos. If you have the necessary software, please use a resolution of 200-300dpi. If you can size photos make them 1.5 - 2.5 MB.

**CAPNews Online:** Send copy in the body of the Email to: [capnews@capnhq.gov](mailto:capnews@capnhq.gov)  
Attach photos using the above guidelines.

# Carolina WingTips

## New job for Capt. Andy Wiggs

I am very pleased to announce that Andy Wiggs has accepted the position of Admin Assistant for the CAP Division. His knowledge and understanding of the CAP organization, as well as its personnel, is extensive and invaluable. I am confident that Andy will be a great asset to the CAP Division, enabling the division's support to CAP to become even stronger and will be mutually beneficial to both CAP and the citizens of NC. His first day on the job will be Thursday, 6 December.

Regards,

Lucy Davis, Lt. Col., CAP

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## CAP Week in Fayetteville

On December 1, 1941 President Roosevelt signed the Civil Air Patrol into existence. On December 4, 2007 history created another milestone for the members of the Fayetteville Composite Squadron. During a brief ceremony in his office, Mayor Tony Chavonne signed a proclamation declaring December 1-7 Annual Civil Air Patrol Week in the city of Fayetteville. After presenting the document to Unit Commander Robert C. Mason, Mayor Chavonne expressed his great appreciation CAP and all the efforts put out by the Fayetteville Squadron for the local and surrounding communities.

1Lt. Joann T. Mason  
PAO Fayetteville Composite Squaron



Mayor Chavonne presents proclamation to Capt. Mason

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## CLC Training offered

NC Wing will conduct a Corporate Learning Course at Wing HQ, 2 & 3 Feb, 2008. Course will start at 0800 hrs each morning until 1700 hrs. Lunch will be served each day

Uniform will be IAW CAPR 39-1 (No flight suits or Fatigues)

Cost: \$10.00/ student for lunches, handouts

Submit CAPF 17 including email address with \$10.00 payment to Capt Dave Oldham, POB 2085, Sanford, NC 27331-2085

Upon receipt of CAPF 17 and payment, Cpt Oldham will respond directly to each student. Motel rooms are reserved and Cpt Oldham will furnish details via email to students.

Instructors are needed for the CLC. Contact Cpt Oldham if you need or would like to serve as an instructor for completion of senior training progression.

Should you have questions, please email Cpt Oldham - [group6cap@gmail.com](mailto:group6cap@gmail.com)

Eric Grant

Lt Col CAP, CLC Co Director

# NC unit helps prepare gifts for delivery to Third World children

## Raleigh-Wake Composite members staff Operation Christmas Child Relay Center

November 26, 2007

### Cadet Maj. Jeremiah Coogan

Cadet Commander  
Raleigh-Wake Composite Squadron  
North Carolina Wing

**NORTH CAROLINA** — Eight cadets and two senior members from the Raleigh-Wake Composite Squadron volunteered their time to help ensure that children in Third World countries receive Christmas gifts.

The Civil Air Patrol members staffed an Operation Christmas Child Relay Center on Nov. 19. Operation Christmas Child is a project that provides shoeboxes of donated gifts to children in foreign countries who would otherwise receive nothing.

The squadron members unloaded individual shoeboxes from delivery vehicles, counted and secured them, then packaged them into larger cartons. Several times throughout the day, they loaded a flatbed truck with cartons for delivery to a larger collection center.

While waiting for additional shoebox deliveries, the cadets practiced drill on the basketball court and played ultimate Frisbee. The project was coordinated by Majella Kerr, relay center coordinator and mother of cadet Zackary Kerr, and Cadet Maj. Jeremiah Coogan, the squadron's cadet commander. Coogan and several other cadets in the squadron attend New Life Camp, where the relay center was located.

The Raleigh-Wake squadrons have been asked to return to help with the project next year



Photo by Majella Kerr  
Raleigh-Wake Composite Squadron cadets (front, from left) Kyle Zobel and Emily Baker help prepare shoeboxes of Christmas gifts for Third World children while (back, from left) Zackary Kerr and Jeremiah Coogan take a break from packing cartons of the boxes for shipment.

(Reprinted from CAP News Online)



# NTSB Reports

Accident occurred Thursday, October 04, 2007 in Cokato, NC

Aircraft: Progressive Aerodyne Searey, registration: N452TR

Injuries: 1 Serious.

The airplane was substantially damaged on impact with a lake during a glassy water landing. The pilot was performing a second flight test of the airplane when, upon landing touchdown, the airplane nosed over. The airplane damage included delamination of hull. The pilot sustained serious injuries, which included a broken right ankle and facial fractures. The airplane was not equipped with an optional shoulder harness restraint system. The pilot did not hold an AP4 logbook endorsement allowing him to pilot float equipped aircraft.

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## Not-so-Happy Landings

Reprinted from AOPA  
by Bruce Landsburg

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Landings are easy when you know how. Nobody does. We keep striving but not always successfully, as a recent NTSB study shows.

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Based on landing mishaps that occurred in 2000, general aviation could probably do better.

In 2000 there were 478 accidents that occurred in the landing phase of flight. This accounted for roughly 26 percent of all general aviation accidents. Over the past decade it has consistently hovered in the mid-20s. Assuming the exposure is constant, we're not getting worse but we're not improving either. If you assume there are 20 million landings a year, that works out to just over one accident every 50,000 touchdowns. Don't ask me if that's a good number — it's a WAG based on the mixture of cross-country flights, where there is much less than one landing per hour, and pattern work, where there are many more. Despite the relatively low estimated ratio, consider that almost every one involves an aircraft with substantial damage. If you think getting a sport-utility-vehicle bumper fixed after a fender bender is pricey, just ask an insurance broker or maintenance tech what it costs to repair a hard landing.

The very good news is that only nine accidents in this population, just 2 percent, involved any fatalities. That's compared with 20 percent, as a whole, for all GA accidents. The fatals usually occur when the aircraft is going fast and strikes the ground at an acute angle. In landing, the aircraft is traveling slowly, somewhat close to landing attitude, and there are relatively few obstacles to hit close to the runway. In the typical incident after touchdown, control is lost and the aircraft wanders off the runway. The landing roll accounted for 210 accidents and the flare or touchdown for 152.

Pilots tend to be uneasy about crosswinds and for good reason. Where weather was cited as a cause or factor, crosswind was the most prevalent. But if your vision is of the windsock standing straight out like a howitzer, guess again. In almost 90 percent of the accidents where wind information was available, the measured crosswind component was less than 10 knots and in almost 60 percent of the cases it was less than four knots. Most GA aircraft have a demonstrated crosswind component between 15 and 20 knots, so it's not as if the machine won't handle it. We're just not very good at aligning the longitudinal axis of the aircraft with the direction of travel. That's a fancy way of saying the nose isn't pointed where the airplane is going. Proper use of rudder is a bit elusive for accident pilots.

Since it's easy to be judgmental, I should point out that many new pilots get little, if any, instruction in crosswind landings despite what the certification rules say. The reasons are simple: Most lessons take place when there is little or no wind, way too much wind, or where the local runway is aligned with the wind very nicely. At many airports with more than one runway, as soon as the wind changes more than a few degrees everybody switches to the aligned runway. If the pattern is busy the chance to practice the foot, eye, and hand coordination required during a crosswind landing is largely lost. Under those circumstances I've frequently gone to a nearby towered airport and deliberately worked the crosswind runway or found a single-runway airport that afforded the opportunity — even if it took a few extra minutes to get there.

About 15 percent of the accident reports cited gusts as part of the problem, with most occurring when the peak gusts were running between 15 and 24 knots. That is significant wind and can significantly complicate the landing maneuver. For example, a Cessna 172 with a 9,000-hour airline transport pilot encountered conditions that made landing at a grass strip ill advised. The flight was landing to the east and the pilot reported, "The wind appeared to be steady, down the runway. On final approach, wind conditions became choppy, and, on very short final, reducing speed for short-field landing, [the] wind sheared downward. The wind velocity went to zero. Aircraft was forced downward." As the aircraft sank, the pilot added full power and pitched nose up to go around. However, the airplane continued to sink rapidly, caught treetops, and mashed into the ground about 20 feet short of the runway. No injuries.

The runway was about 1,500 feet in length and 75 feet wide. The approach was flown over a valley, with the final segment upslope to the runway threshold on top of a hill. A weather observation at an airport about five nautical miles away showed winds from 120 degrees at 16, gusting to 30 knots. The seven previous hourly observations included winds at 18 to 20 knots, with six of those having gusts at or above 30 knots. As a rule of thumb, when the gusts exceed half the stall speed be very particular about the landing runway in terms of length, width, alignment, and adjacent terrain.

Landing accident pilots tend to be less experienced and there are proportionately more instructional accidents than those that occur in noninstructional flight. New pilots and CFIs spend hours in the pattern and thus have a high exposure to lapses in airspeed and gains in sink rate. Pilots with fewer than 200 hours total time are the most vulnerable and those with fewer than 10 hours in make and model are more vulnerable still. In AOPA ASF Safety Reviews of specific models of aircraft, we consistently find that low time in type is a common accident precursor, with landings being the most common mishap.

Just 2 percent of landing accidents in 2000 involved landing gear up or a gear malfunction. The gear itself was cited in 13 percent of these cases compared to 29 percent for all accidents in 2000.

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Those who fly retractables either have made or will make a gear-up landing, according to the lore of landing calamity. I'm not convinced but will find some wood to knock on shortly. Slavish adherence to procedure including before-landing checklists and a short final verification will help. Technology is also a help with power quadrant and flap sensors to remind the pilot in command that if everything else looks like landing configuration (reduced power, full flaps), it might really help the final outcome if the wheels are down. I'd like to see the GPS manufacturers put some kind of warning into their units so when an approach is loaded, or, if flying VFR, when the aircraft is lined up with a runway, the box would nag you with a wheels-down check about one-quarter mile from the end of the runway.

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Rounding out the environmental conditions, the vast majority occurred in day VFR with dry runways. Not many landing foul-ups occur on dark, stormy nights. That's likely because not many of us fly in those conditions; those who do tend to be experienced, and are sitting bolt upright in the seat and paying attention.

Does this account for the full picture of landing mishaps? No. These are only the ones that were called to the NTSB's attention. Most of us know of a number of cases when someone had "a deal" at a nontowered airport and the aircraft was quickly and quietly carted off to a hangar for repairs and paint. In many circumstances the incident did not meet the requirements for being reported as an accident, and in others the pilot was just being considerate of the feds, not wanting to burden them with extra paperwork.

As many of us come out of winter hibernation, let's ease back into the air. Get some added instruction and pick your weather and airport conditions carefully. After a few hours logged you'll be ready for a great flying season and some uneventful landings — the best kind!

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## Christmas in Iraq

I hope all of you are having a very Merry Christmas so far today. It's been a while since my last update, so I figured today would be a good day to send one out. I have been in the CENTAF AOR for 140 days now. It is almost over. I should be arriving back in the states during the first part of Feb, 2008.

Cadets,

I keep hearing about all the good things you all are accomplishing. You should be very proud of yourselves, and of your leadership. The cadet program is in very good hands. I want to encourage you all to keep up the good work. I look forward very much to serving our country alongside all of you when I return home. Keep inviting your friends. I'd like to see the cadets outnumber the seniors, if you don't already.

Christmas here is pretty much just another day at work. We had special food for lunch and dinner. Luckily, I didn't have any VIPs interrupt my doing nothing at work today like I did at Thanksgiving. I was hoping for a white Christmas, but it didn't happen. Oh well. I know it is supposed to be a desert here, but it's starting to get really cold. The lows are now down in the 30s. We had a USO concert starring Darryl Worley the other night and it was absolutely freezing.

The news reports that the security situation here is improving are true. The army is doing a fantastic job cleaning house. The Iraqis are also doing a fantastic job of handling a lot of their own problems. It really does seem like a difference has been made here. There are a lot of good people in this country.

Thank you for your continued support and prayers. It is much needed and appreciated. Again, I look forward to working with the wing's greatest unit when I return.

Have a Merry Christmas and a Happy New Year.

-SrA Charles "Trey" Walters, USAF  
506 ESFS / GATOR DAYS  
Kirkuk Regional Air Base, Iraq  
DSN-318.444.2957

*FO Walters is Ass't Deputy Commander for Cadets, NC-048. He is the son of Capt. Ray Walters.*

# NC Wing Unit celebrates 50th anniversary

## Raleigh-Wake Comp. Sqdn. chartered in 1957

Contact: 1st. Lt. Don Penven, Public Affairs Officer, NC-048  
(919) 215-6860

December 16, 2007

Raleigh, NC – December 15th was a very busy day for members of the Raleigh-Wake Comp. Sqdn. Officers and cadets participated in the "Wreaths Across America" project earlier in the day, and then they joined a crowd estimated to be more than 145 CAP dignitaries, members, families and friends for the annual squadron banquet. Raleigh-Wake's charter was awarded in 1957—marking a full 50 years of service to the community and the nation.

Maj. John Maxfield served as Master of Ceremonies, and he introduced the dignitaries attending: Maj. Gen. Dwight H. Wheless (former National Commander), Col. Larry J. Ragland (NCWG Commander), Lt. Col. Roy Douglass (NCWG Chief of Staff), and Maj. Toby Wall (Piedmont Group [2] Commander). Maj. Maxfield read off the list of NC-048 past commanders—several of whom were in attendance.

Squadron Commander, Capt. Dion Viventi, reviewed the many accomplishments of NC-048, and expressed his thanks for the many outstanding accomplishments the members have contributed. Special thanks went to 2 nd. Lt. Jose Guzman, who handled much of the logistics for the banquet.

Maj. Al Therriault, Deputy Commander for Cadets, presented awards and promotions to a number of cadets. He named as Cadet of the Year, C/2 nd. Lt. Steven Coogan. Cadet Coogan has been a member of CAP for just two years, and he is rapidly advancing through the ranks. "Cadet Coogan has received a promotion at least once every two months since joining the squadron except for one month," Therriault said.

Capt. Viventi announced the Senior Member of the Year award, which was presented to Maj. John Maxfield. "Maj. Maxfield serves as squadron deputy commander, squadron legal and safety officer and NC Wing Legal Officer. Viventi also noted that Maxfield frequently serves as Mission Information Officer as well as Safety Officer for many Wing actual and exercise missions.

A special presentation was made by Capt. Viventi to Lt. Col. Katherine Alley, who is retiring after 25 years of service to CAP.

During his address to the gathering, Maj. Gen. Wheless read a letter from Brig. Gen. Amy Courter, CAP Interim National Commander, in which she commended the squadron and its members and thanked them for their service.

After a traditional meal of Southern delicacies (pork barbeque, boiled potatoes, green beans, sweet tea and hushpuppies) those attending were entertained by a local band, "Spinal-On-Tap" with NC-048 Communications Officer, Capt. Tim Tessin playing the drums.

(Photos from the award ceremony on the following page (P. 16))





L-R: Maj. Gen. Dwight Wheless, Maj. John Maxfield, Col. Larry Ragland, Maj. Toby Wall.

**Maj. John Maxfield receives Senior Member of the Year Award**

L-R: Capt. Dion Viventi, Maj. Gen. Dwight Wheless, C/2nd. Lt. Steven Coogan, Col. Larry Ragland, Maj. Toby Wall

**C/2nd. Lt. Stephen Coogan receives Cadet of the Year Award**



# NC Wing units track down errant EPIRB

## Air and ground teams assist Coast Guard

Lt. Col. Bill Hawke, Incident Commander

Winston-Salem Comp. Sqdn.

Email: whawke@triad.rr.com

December 20, 2007

Greensboro, NC - On the evening of 18 December 2007 and into the early morning of the 19th the NC Wing of Civil Air Patrol worked to solve an ELT puzzle. The signal had been picked up by SARSAT early in the day and the location was out in the Atlantic off North Carolina. AFRCC called the Coast Guard and a search at sea turned up nothing. The Navy had a task force exercising off the coast and they indicated the signal was not from their ships. Then one pass showed up on the coast and the Coast Guard asked for CAP assistance. Mission 07-M-2249A was generated and the call went out.

NC Wing's brand new glass cockpit C182T, N963CP, was called into service on her first mission out of Monroe. While she headed for the coast, N1951F, a C172, prepared to fly down from Beaufort, NC to be high-bird. AFRCC started getting negative passes but the signal was picked up by N963CP as it approached Ocean Isle. The only problem was there was no audio but it was a strong carrier-only signal on 243.0 and it seemed to be coming from the airport, 60J.

In the meantime a ground team was put together in Wilmington from several squadrons. They proceeded to the Ocean Isle area and arrived as the aircraft was landing. On the ground the signal could not be heard or sensed. All hangars and parked aircraft were checked. The aircrew took off again and began a search along the coast. This is an area of the intra-coastal waterway and there are thousands of pleasure and commercial boats.

Radio contact was maintained with Major Starr in Wilmington who relayed by cell phone to the Incident Commander in Greensboro. Once the search plane descended in the search, radio contact was lost but N1951F arrived just in time to pick up duty as high-bird and maintain effective communications.

Using Becker DF equipment, N963CP isolated the signal as coming from a spot in Calabash, NC, a few steps from the SC border and very close to the original SARSAT location. The ground team was led to the area by the aircrew and picked up the signal, this time with audio and clearly on 121.5. It seemed to be coming from a fenced metal storage building. The ground team asked about the storage area in a restaurant next door and the manager said, "My boss has three boats in there and they were just detailed today." The "boss" was called and came over to check. The EPIRB was found in a beautiful 30' boat and turned off at 1:40 am.

While this was not a distress find it could have been. It was an example of locating an ELT in less than ideal circumstances and required effective coordination between ground and air teams and the continual communication between all parties to carry it off. Carrier only signals are not that unusual and require persistence. Usually they are weak signals and are often in basements or buildings or even a hole in the ground where the signal is muffled. Sometimes the antenna is disconnected or damaged. One time it was a defective cable box in a home. The signal is sometimes projected some distance from the location and often the frequency shifts as this one did. They are sometimes lost by SARSAT as they become weaker but are still there when the search party gets close enough.

Our thanks to the following team for a job well done:

### **Aircrews:**

N963CP MP 1Lt John May, MO Capt Tom Schick, MS 1Lt Bill Fairman from NC-137 Monroe

N1951F MP Maj Fred Eldredge, MS Capt Robert Chambers from NC-140 Beaufort

N716CP Standby Aircrew MP Capt Mahr Nouredine from NC-150 Chapel Hill and MO Capt John Golick from NC-048 Raleigh

### **Ground Team:**

GTL/GBD SM Nathan Hertzog from NC-803 Hampstead, UDF LtCol Jerry West Gp3

UDF 2Lt Alanna Dahms, Cadet Andrew Dahms, Cadet Garrett Dahms from NC-023 Wilmington and NC-150 Chapel Hill and

MRO C/MSgt Noah Hoffer from NC-803 Hempstead

### **Communications:**

MRO Maj Mike Starr from NC-023 Wilmington

LtCol Bill Hawke, IC, NC-082, Winston-Salem

# Blue Ranger Bivouac

Cadets from eastern North Carolina Group Three enjoyed three full days of cool, wet weather during the Blue Ranger Leadership Bivouac at U. S. Coast Guard Air Station Elizabeth City 26-28 OCT.

Under the leadership of Maj Jo-Andrew Cousins, 1st Lt Terry Blucker and 1st Lt Stacy Isbell, the cadets learned ground team and rescue skills through team building exercises. Participating with Elizabeth City Schools Air Force JROTC cadets, some 45 young people braved inclement weather to focus on tasks designed to help local first responders in emergency situations.

Cadets visited the Navy SEAL training facility where they learned firearm safety at the Laser Firing Range.

Civil Air Patrol cadets from Elizabeth City, Cunningham Field Composite Squadron, and Raleigh-Wake Composite Squadron attended the bivouac.

Photos (img 4838) T/Sgt Brennan Fifer sights in on the lensatic compass.

Cadets on Navy laser firing range with instructors

(img 4849) Cadets pause at the USCG aviation memorial to remember those who sacrificed their lives during air-sea SAR

Mary Anne Fleagle Maj., USCAP  
Cunningham Field Composite Squadron  
MCAS Cherry Point, NC



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## Wreaths Ceremony from Coastal Base 21 See Page 19 ...



# New Cessna 182 delivered to Monroe

Recently, Capt Sal Tripoli of Wing HQ and 1st Lt John Reynolds of South Piedmont delivered North Carolina Wing's newest aircraft to Monroe. They started the day in Independence KS, with an acceptance flight of the aircraft with Cessna. There were no squawks other than the need to update the GPS database prior to departure. They departed Independence KS at approximately 1330 and flew to Warren County TN for fuel, and then on to Monroe where they arrived around 2000.

The aircraft is a 2007 Cessna 182T NAVIII, equipped with the G1000 avionics package, a Becker DF unit, a Technisonic CAP VHF-FM Radio, and the new integrated Garmin AutoPilot/Flight Director System. The aircraft has updated software that includes SAR functionality within the avionics suite to assist in the execution of grid searches.

Tail Number: N963CP  
Callsign: CAP FLITE 3209  
Aircraft Base: KEQY

The new software and autopilot will require transition for pilots who are currently Form5'd in N716CP. More information will be put out as to the training materials and the specifics of the transition process.

Thanks to Capt Tripoli and 1st Lt John Reynolds for making the trip to pick up this new asset for North Carolina Wing.

David E. Crawford, Lt Col, CAP  
Director of Operations, North Carolina Wing Civil Air Patrol  
web: <http://www.ncwg.cap.gov>  
email: [dcrawford@ncwg.cap.gov](mailto:dcrawford@ncwg.cap.gov)

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## Wreaths from CPB21



Editor's Note: It seems that your editor is not the only one having computer problems/ Maj. Etheredge reports server problems and as of Jan. 5, her accompanying copy has not been received.

It should be remembered that Maj. Etheredge was honored with a Wing Commander's Commendation for her work as a Public Affairs Officer. It should also be noted that Coastal Patrol Base 21 is one of the smallest in membership numbers, but consistently provides reports of their activities in this publication.

Thank you, Maj. Linda Eledredge for what you do for CAP.

DP

Photos by:  
Maj. Linda Eldredge  
PAO, CPB21



# Emergency landings

## Differentiating precautionary landings, forced landings, and ditching

By Robert N. Rossier (Reprinted from AOPA with permission)

When an engine quits — and won't restart — the next step is an emergency landing. There are three types of off-airport landings.

*Precautionary landings* are made with power in anticipation of a real emergency. *Forced landings* are made with a dead engine. And a *ditching* is a forced landing in water.

The important distinction between the three is their fatality rates. The rate for precautionary landings is 0.06 percent. If you recognize a developing engine problem and can make a precautionary landing, you and your passengers will likely survive. The fatality rate for forced landings is roughly 10 percent, more than 1,600 times greater than precautionary landings. Ditchings have the worst rate, about 20 percent.

**Precautionary advantages:** Precautionary landings offer several advantages over forced landings. You can use power to reach an airport or landing site beyond your gliding distance or to compensate for errors in judgment or technique. If a problem is developing, it might be wise to expedite a precautionary landing. Delaying it could result in a forced landing, as the pilot of a homebuilt Bowers Fly Baby learned.

The aircraft lost partial power while cruising near Conneaut, Ohio. The pilot decided to circle a field below and land. The engine lost all power just after his second pass and while on downwind. The aircraft crashed short of the field, striking a berm beside a road. The aircraft was destroyed and the pilot sustained serious injuries.

Not all engine problems provide time for a precautionary landing. Pilots sometimes have to play the hand they're dealt. In a booklet titled "How to Crash an Airplane (and Survive!)," FAA Aviation Safety Program Manager Mick Wilson of the Denver Flight Standards District Office makes a number of excellent points regarding off-airport landings.

**Controlled crashing:** As long as the aircraft is kept under control, Wilson says, slower is safer. Excess speed translates to substantially higher impact energy. To make a survivable forced landing, approach the ground and obstacles just above stall speed.

Psychological considerations are also important. The outcome will likely be better if you accept and deal with the emergency rather than trying to avoid the inevitable. Pilots attempting dangerous maneuvers to avoid off-airport landings often become statistics. Such may have been the case in the following accident.

A Beech A23 Musketeer took off from Runway 27 at Simmons Field at Fort Bragg, N.C., and climbed to approximately 300 feet, where the engine apparently lost power. After requesting an immediate landing, the pilot made a 90-degree-bank turn to the right, lost control, and crashed on a heading of about 030°. The pilot and passenger died in the post-crash fire.

Saving the cockpit is the primary objective in a forced landing, Wilson says. Using dispensable aircraft structures, such as the wings and landing gear, to absorb the impact energy makes this possible. Ground objects, such as fences and small structures, also absorb energy.

When there was no other place to go, many pilots have made successful emergency landings by flying aircraft slowly and under control into treetops. Smaller trees, brush, and vegetation can also help decelerate an aircraft and absorb the impact, a fact that saved a quick-thinking Piper Tri-Pacer (PA-22-150) pilot.

The engine quit at 150 feet after the Tri-Pacer departed from West Plains Municipal in Missouri. The pilot turned to avoid the trees at the end of the runway and, to soften the impact, landed in a thicket of 6-foot briars and blackberry bushes. Neither the pilot nor passenger suffered any injuries.

When planning any emergency landing, assessing the wind direction and speed and the selected site's length and slope is essential. A large field isn't always necessary. A survivable (9-G) deceleration from 50 miles per hour requires just under 10 feet of landing distance, Wilson says. As the following accidents illustrate, a clear approach zone and maintaining control of the aircraft are more important than a perfect touchdown area.

The pilot of a Cherokee 140 near Edgewater, Md., radioed air traffic control (ATC) that he had only partial power. ATC vectored him to the closest airport. Although the stiff wind favored Runway 30, the pilot elected to land downwind on Runway 12. He made things worse when he decided to go around and circle to Runway 30. The aircraft entered a climb, banked steeply to the left, and crashed through power lines. The pilot was killed and the passenger was seriously injured.

A Cessna 172 was cruising Houston, Texas, when the engine quit due to a faulty carburetor. The best landing site available was a small field near some houses in a heavily wooded area. The aircraft touched down, rolled about 500 feet, and crashed into the trees. The pilot was uninjured.

When sizing up an emergency landing site, it's often better to select an area with a clear approach zone, even if the field is rough or there is a slight tail or crosswind. Striking objects on the ground at relatively low speed is much safer than hitting them while airborne at higher speeds.

**Emergency training:** One problem with making forced landings is that pilots may be unintentionally biased by their training. For safety reasons, instructors use a good field when practicing emergency landings. In the real world, Murphy's Law almost guarantees that an engine failure will occur at low altitude over inhospitable terrain. If pilots have been conditioned to think that a reasonable landing site is always available, they may not react appropriately in situations that have no reasonable alternatives.

While simulating engine-out emergencies where no obvious landing sites exist might better prepare pilots for real emergencies, engine-out training itself is risky business. Simulations can become real when pilots attempt to recover from the maneuver.

An instructor retarded the Cessna 150's throttle to simulate an engine failure during the initial climb after takeoff. The student maneuvered the aircraft in response to the simulated emergency, but neither he nor the instructor applied carburetor heat. The simulation completed, the instructor added power to recover. The engine coughed and stopped. The instructor made a forced landing in a grain field. Neither occupant was injured, but the aircraft was substantially damaged.

**Confounding configurations:** The best aircraft configuration for a forced landing is a hotly debated topic, especially when it comes to landing gear position. In rough, hard terrain, putting the gear down to absorb impact energy may be advantageous. This advantage is lost if the aircraft flips, since the best seat restraints can't adequately protect people from the omnidirectional forces resulting from a tumbling cockpit. Most experts agree that the gear should be up for landing on soft surfaces, on snow, and in the water.

There is no argument regarding the electrical and fuel systems — secure them to reduce the potential for a post-crash fire. And bank angles should be nonexistent to shallow to avoid catching a wingtip and cartwheeling the aircraft.

**Ditching basics:** Wind speed and direction and "terrain" are important considerations when ditching. On large, open bodies of water, pilots must consider both swell and sea direction. Swells are often larger than the prevailing wind-driven seas. They can be in an entirely different direction from the seas, complicating the choice of landing direction.

Pilots must assess wind direction and speed with respect to the aircraft crosswind capability to determine the best direction for a ditching. It's best to land into the wind and parallel to the swells, but this is not always possible. If the winds are less than 25 knots, landing parallel to the swells may be possible in a crosswind.

Higher wind speeds and crosswind limitations might force you to land at an angle to the swells. Once winds exceed 35 knots, swells and seas will likely be in the same direction. Although the waves may be high, landing into the wind will minimize ground speed and lessen the impact should you miss the top of a wave and crash into an oncoming one.

Beaches with long, straight stretches, where you can land on wet, hard sand, are attractive landing sites. Unfortunately, these beaches are often covered with people. The only alternative in such a situation might be to land offshore. Remember to touch down beyond the breaking waves; landing in high surf often overturns the aircraft, trapping the occupants. If you're near islands, land along the lee shore where seas and swells are smaller.

The greatest challenge in surviving a ditching is not the landing. Hypothermia, the reduction of body temperature, claims nearly half the victims of ditchings. If you're over open water, look for boats and land near one to get assistance. If you can, overfly the boat to attract attention before ditching.

If flying over water, you should have the necessary survival equipment. At the very least, have flotation devices. Without them, staying afloat until help arrives might be impossible. Don't count the airplane. A ditched aircraft may not float for long.

An instructor and a student departed from St. Petersburg, Fla., in a Piper Tomahawk (PA-38) and were climbing through 300 feet when the engine lost partial power. The engine failed as the instructor was turning back to the airport. He leveled the wings and ditched in Tampa Bay. The Tomahawk sank 10-15 seconds later. The instructor and student were rescued by passing boats.

There are few things more frightening than forced landings. But with proper training and planning, they can be made without serious injury. The most important thing to remember is the first rule of aviation: No matter what, always fly the airplane.

# PAO Report

It is with deep sadness that I add a Final Salute to this issue of Carolina WingSpan. Back during the Christmas Holidays I experienced some difficulty with my home computer. No, it wasn't the dreaded blue screen. It just wouldn't boot up. All I got was the intro screen for Windows XP with the little dots running across the bottom. I had been working on this issue when the malady reared its ugly head--having just downloaded about 200 photos taken during vacation. Of course I had cleaned off the camera storage cards.

Precautions--yes I had taken some. When my wife's PC crashed, and when my ever-faithful Sony VAIO laptop started acting as if it was in the early stages of senility, I bought a 160 GB external backup drive. The unfortunate thing is that I hadn't done a backup in the past week or so.

I whisked off the PC to the local Geek Squad, who, after nearly two weeks, submitted their diagnosis: the hard drive is shot and data cannot be recovered. So, if you submitted an article and it wasn't published, the aforementioned disaster is the best excuse I can offer. Ain't technology wonderful!

Now for more pleasant news:

- √ NC Wing activities were published in three articles on CAP News in December
- √ NC Wing has new C182
- √ 11 Sites held "Wreaths Across America" programs
- √ Raleigh-Wake celebrates 50-years
- √ Fayetteville Mayor proclaims CAP Week

These and many more articles featuring "Everyday Heroes" across the state. Check out the "Contents" box.

Just a reminder (and you can expect a few more) that Lt. Col. Biondo has requested hardcopies of all PAO activities beginning with the month of December. This documentation is needed for the *March Staff Assisted Visit*.

MIO training will be offered at the January SAREX. Check CAPNC for updates. Several mission base positions have yet to be filled.

For purposes of training and assistance to PAOs statewide, Lt. Col. Biondo has appointed the three NCWG Deputy PAOs to serve as mentors and trainers for each Wing Group:

**Group 1:** Capt. James Williams

**Group 2:** Capt. Conrad D'Cruz

**Group 3:** 1st. Lt. Don Penven

Have a safe, healthy and prosperous New Year

Don Penven, 1st. Lt. CAP  
Deputy NCWG PAO  
Editor, Carolina WingSpan

# Commander's Call

Happy New Year NC Wing !!

NC Wing had an outstanding year in 2007. I am looking forward to an even better year during 2008. My resolutions for 2008 are to you, NC Wing.

I Resolve to make certain our cadet orientation flights are getting accomplished throughout the Wing. All of our cadets, no matter what squadron they belong to, deserve fulfillment of the promises CAP made. I challenge all our Cadet Orientation qualified pilots to answer the call and make this program work. I am confident Captain Tim Tessin will provide the guidance and leadership to make it happen. I know our Leaders in the cadet program will step forward and do whatever it takes.

I Resolve to do my part to prepare this Wing for the upcoming SAV and subsequent CI in 2008. We already know you are the best. Now is the time to dot the eyes, cross the tees, and let everybody else know just how good you are. Prepare well and take the SAV and CI seriously and we will do well. This is an open book test. There is absolutely no reason why we cannot score very high. Listen to Lt Col Douglass and he will guide you through the confusion of regulations and paperwork.

I Resolve to support our three excellent Group Commanders. They each want the very best for their Groups and are working together with Lt Col Surratt to support each other. Listen to them. Head their advice and follow their leadership. Each Group continues to show improvement, and each Group continues to contribute greatly to this Wing. Each Group is only as strong as the weakest squadron, and this Wing is only as strong as the weakest Group.

I Resolve to make this the year we reach our full potential in ES training. We have the resources to do the job. We have the talent to do the job. All we need now is the conviction and the will to reach for that next higher level. We need to finally reach our goal of proving we can sustain a concerted SAR/DR effort for two weeks or more without a missed beat. The NC CC&PS and the Air Force continue to show us great support and we must not let them down. Lt Col Andy Wiggs and Lt Col Jeff Willis will continue to lay out even greater challenges for our ES crews. I will be at these SAREX exercises, will you?

I Resolve to make this the best year for AE in NC Wing. We have the interest. We have the resources. Now we just need to add our combined energies into making this program a high priority. The fun is contagious. Spread it around.

I Resolve to continue to represent your interests at the Region and National level. Your region Commander and National Commander continue to deal with pressing issues that affect each of us. 2008 promises to be another year of change, and a year of more stability. I will take the time to study the issues hard and help our National Board make the tough decisions ahead.

I am committed to serving this Wing one more year, and I will not let my last year of service be anything but the best I have to offer. I know each of you will do the same.

Happy 2008 and please be SAFE in all you do.

Larry J. Ragland, Col, CAP  
NC Wing Commander

