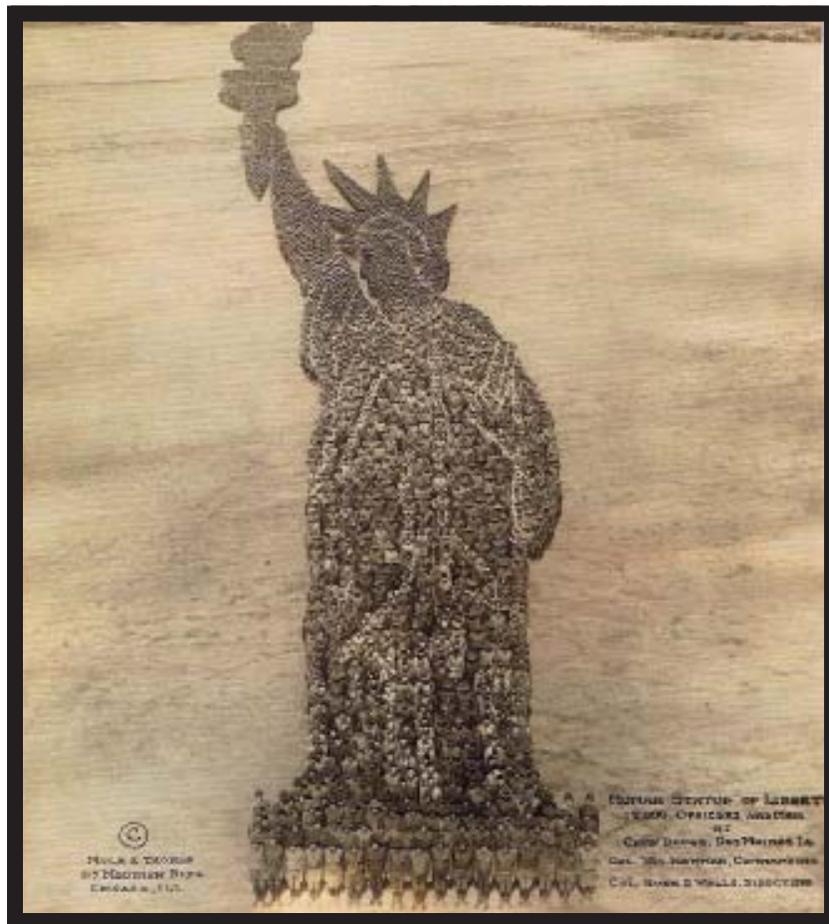


# NORTH CAROLINA WING CIVIL AIR PATROL

U.S. Air Force Auxiliary

## Carolina WingSpan

January 2008



This photo was taken in 1918 as 18,000 members of the U.S. Army prepared to go to war

*Carolina Wingspan* is publication of the North Carolina Wing, Civil Air Patrol, Wing Headquarters, P O Box 2082 Burlington, NC 27216-2082. The opinions expressed herein are those of the individual contributors and may not reflect the opinions of Civil Air Patrol or its leadership.

# Final Salute

## Passing of Joshua Ewing

Many of us throughout Middle East Region know the Ewing family through their participation in Drill Team and other National Cadet Special Activities. Please hold them in your hearts through this most difficult of times.

"They shall grow not old, as we that are left grow old;  
Age shall not weary them, nor the years condemn.  
At the going down of the sun and in the morning  
We will remember them." -Laurence Robert Binyon, For the Fallen  
(Sept. 21, 1914)

KAY JOSLIN WALLING, Col, CAP  
MER/CC

### This issue contains:

Final Salute .....	2
Commander's Call .....	3
CLC Training .....	3
NTSB - CFIT .....	4
Chaplain Bobbey Receives Award .....	5
First "O" Flights, R-W Promotions .....	6
WAA - Wilmington .....	7
Cadet Staff Training .....	8
Carolina WingTip, UCC Training .....	9
Fletcher Teen Promoted .....	10
Unusual Mission for NC Wing .....	11
Weather Watch .....	12
Message From the Front Lines .....	14
Basic Ground Team Training .....	15
NTSB Reports .....	16
Story of a Great American .....	18
Cunningham Field Banquet .....	19
National SAR School .....	20
CCPS Newsletter .....	21
Sights On Safety .....	22
AOPA Reaches Out .....	23
Phenominal Propagation .....	24

# Final Salute

Maryland Wing reports that Capt Phil Szccepanski, the Maryland Wing Public Affairs Officer, passed away. He had been hospitalized earlier this week. No details regarding services are available at this time.

Please keep the Szccepanski family in your thoughts and prayers.

"A memory lasts forever.  
Never does it die.  
True friends stay together.  
And never say goodbye."

Anon.

Regards,  
KAY JOSLIN WALLING, Col, CAP  
MER/CC

# Commander's Corner

North Carolina Wing is hard at work. Each member has been doing a great job keeping this Wing on top. Some of you may not be aware the Wing Staff has been preparing for an upcoming Staff Assistance Visit (SAV) in 7,8 &9 March 2008. This is in preparation of our Compliance Inspection (CI) scheduled for December 2008.

Both the SAV and CI are not events to be dreaded or feared. These are opportunities to show CAP higher echelon and our Air Force partners we know how to do it right. We have been doing a great job in many areas across the Wing. It is the hard work and effort of so many individuals that has come together and now begins to shine. I know it is hard to keep this high pace sometimes. We all have other lives beside Civil Air Patrol. But now is the time to make your efforts the best they can be. We need to read the regulations carefully, pay attention to the fine print, promptly file the required reports, and keep doing the great jobs you have been doing. Documentation of your activities is the key. Each needs to take care of their part, and the whole will be taken care of. The SAV will help us fine tune our efforts and prepare us for the CI. The SAV will be much better for everybody concerned if we make our visitors look real hard for any of our shortcomings. We need to make this a review of the fine points, not a discovery of missing pieces of the required program.

I have a great deal of confidence in your Wing Staff and in you. Under Lt Col Roy Douglass' leadership of the Wing Staff, we will do well on the SAV. If a Wing staff member asks for something from you, please cooperate and help your Wing get the recognition it deserves. If you have questions about whether or not we comply with all regulations, then ask them. Help be a part of the solution and take pride in being part of a great Wing. February will be a good month for NC Wing as we prepare to strut our stuff for others to realize just how good we are. I look forward to seeing you recognized for how truly great you are.

Larry J. Ragland, Col, CAP  
NC Wing Commander

---

## 28 Complete Corporate Learning Class (CLC)

The NC Wing conducted a CLC on February 2-3, 2008 at Wing headquarters with 26 NC Wing and two out-of-state students completing the program. Course director, Capt. Dave Oldham noted that one student, Capt. Patrick Sedberry is from the Fayetteville Comp. Sqdn., but is currently on a temporary duty assignment with the Dept. of Defense. Sedberry is stationed in the Azores, Portugal, and he arranged his leave time to coincide with the CLC.

The other out-of-state student was Capt. Mike Girardi, Squadron Commander, MER VA-060. Girardi is a military recruiter, according to Oldham. 18 NC Wing officers served as instructors. Students completing the program were:

Robert Hester	Peter Bohler	Timothy Tessin	Brian Rosen	John Golick	Tom Schick
Elizabeth Butrim	James Thomasson	Marcus Howard	Robert Beichner	John (Dan) McCollum	
James Shepard	Patrick Sedberry	Richard Shoffner	James Giles	Barry Christian	Nathaniel Hertzog
Rex Cockerham	James Elliott	Michael Girardi	Mary Harrison	Mary Ann Fleagle	Mary Sandlin
Anthony Sandlin	Pauline Barton	Donald Williams	Dennis Faver	Linwood Dabney	

Photo By Cadet Barton



# NTSB - CFIT (Continued Flight Into Terrain)

*CFIT accidents are best avoided through proper preflight planning.*

- Terrain familiarization is critical to safe visual operations at night. Use sectional charts or other topographic references to ensure that your altitude will safely clear terrain and obstructions all along your route.
- In remote areas, especially in overcast or moonless conditions, be aware that darkness may render visual avoidance of high terrain nearly impossible and that the absence of ground lights may result in loss of horizon reference.
- When planning a nighttime VFR flight, follow IFR practices such as climbing on a known safe course until well above surrounding terrain. Choose a cruising altitude that provides terrain separation similar to IFR flights (2,000 feet above ground level in mountainous areas and 1,000 feet above the ground in other areas.)
- When receiving radar services, do not depend on air traffic controllers to warn you of terrain hazards. Although controllers will try to warn pilots if they notice a hazardous situation, they may not always be able to recognize that a particular VFR aircraft is dangerously close to terrain.
- When issued a heading along with an instruction to “maintain VFR,” be aware that the heading may not provide adequate terrain clearance. If you have any doubt about your ability to visually avoid terrain and obstacles, advise ATC immediately and take action to reach a safe altitude if necessary.
- ATC radar software can provide limited prediction and warning of terrain hazards, but the warning system is configured to protect IFR flights and is normally suppressed for VFR aircraft. Controllers can activate the warning system for VFR flights upon pilot request, but it may produce numerous false alarms for aircraft operating below the minimum instrument altitude—especially in en route center airspace.
- For improved night vision, the FAA recommends the use of supplemental oxygen for flights above 5,000 feet.
- If you fly at night, especially in remote or unlit areas, consider whether a global positioning system-based terrain awareness unit would improve your safety of flight.

## *Need more information?*

- NTSB safety recommendation letter issued as a result of minimum safe altitude warning and ATC awareness issues: [http://www.nts.gov/Recs/letters/2006/A06\\_44\\_47.pdf](http://www.nts.gov/Recs/letters/2006/A06_44_47.pdf)
- NTSB Aircraft Accident Brief, LAX05FA015, N30DK, Controlled Flight Into Terrain, October 4, 2004: <http://www.nts.gov/publictn/2006/AAB0605.pdf>
- NTSB Aircraft Accident Brief, LAX05FA032, N803ZG, Controlled Flight Into Terrain, November 10, 2004: <http://www.nts.gov/ntsb/GenPDF.asp?id=LAX05FA032&rpt=fa>
- NTSB Preliminary Aircraft Accident Report, SEA07FA051, N45MF, February 6, 2007: <http://www.nts.gov/ntsb/GenPDF.asp?id=SEA07FA051&rpt=p>
- NTSB Preliminary Aircraft Accident Report, NYC07FA217, N6493W, September 6, 2007: <http://www.nts.gov/ntsb/GenPDF.asp?id=NYC07FA217&rpt=p>
- NTSB Preliminary Aircraft Accident Report, DEN08FA003, N590GM, <http://www.nts.gov/ntsb/GenPDF.asp?id=DEN08FA003&rpt=p>
- NTSB Preliminary Aircraft Accident Report SEA07FA023, N881CP, <http://www.nts.gov/ntsb/GenPDF.asp?id=SEA07FA023&rpt=p>

# Chaplain Bobbey honored



**Left Photo:** Lt. Col. Russell Myers (right), commander of the 74th Fighter Squadron presents Chaplain David Bobbey with a framed photo of A-10 Thunderbolts in flight. The attached plaque reads, “To Chaplain David Bobbey. Outstanding Support. From the pilots and airmen , 74th FS PopeAFB ‘World Famous Flying Tigers.’”

**Right Photo:** The airmen who maintain the aircraft presented Chaplain Bobbey with an A-10 Tail replica with the inscription, “Lt. Colonel David M Bobbey, Chaplain 23rd Fighter Group, In appreciation of your spiritual counsel and guidance, From the men and women of the World Famous Flying Tigers;

# Chaplain Bobbey visits home-schoolers



Chaplain David Bobbey speaks to a Home Schoolers cooperative group about the challenge and benefits of joining the Civil Air Patrol.



# 10 cadets receive their first “O Flight”

14 January 2008

Roanoke Rapids, NC—Saturday was a big day for Orientation Flights across the state of North Carolina. 10 cadets received their first orientation flight, at three different locations. five other cadets received their second or third ride.

Flying from Winston-Salem, Roanoke Rapids and Rocky Mount-Wilson, three CAP Orientation Flight pilots flew a total of 15 sorties in all. At Roanoke Rapids, home of the newest squadron in the Wing (Halifax Composite Squadron), six cadets received two flights each, one in the front seat and one in the back seat. At Winston-Salem, two cadets received their first orientation flight and at Rocky-Mount Wilson, two other cadets also received their first orientation flight.

According to Capt Tim Tessin, Wing Orientation Flight Coordinator, “There was a great deal of excitement at Roanoke Rapids when the aircraft arrived.” 1st Lt Chris Bailey of the Tar River Squadron flew the rides at Roanoke Rapids. Capt Kendall Moore of the Tar River Squadron flew the rides at Rocky-Mount Wilson and 2nd Lt Rick Shoffner of the Winston-Salem Squadron flew the rides at Winston-Salem.

Saturday was part of an ongoing program to emphasize the cadet orientation flight program, particularly for new units and those units where cadets haven’t received an orientation flight before. The 10 first time rides given on Saturday brings the total number of first time orientation flights for January to 16.

By Lt Col David E. Crawford, CAP  
Director of Operations

## Raleigh-Wake lists cadet promotions

During the Tuesday Jan 29th meeting of the Raleigh- Wake Composite Squadron, Commander Capt Dion Viventi presided over several promotions. Tops on the list was the promotion of the Cadet First Sergeant C/CMSgt Ross Hertzler to C/2nd Lt. Along with the promotion came the change of duty status to Alpha Flight Commander. C/ CMSgt Kyle Zobel was later installed as the Cadet First Sergeant. Other promoted during the ceremony were C/MSgt Evan Taylor, C/AIC Joe Kranz and C/Amn Jared Hall. In addition to the promotions the following cadets passed their first phase in the Model Rocketry Program and received their Redstone Certificates, Cadets Kyle Zobel, Seth Hall, Taylor Huneycutt, Tyler Shanley and Joe Kranz.



Left to Right, back to camera Capt Dion Viventi NC048/CC, C/Maj Jeremiah Coogan NC048 Cadet CC Center, C/2Lt W.Ross Hertzler and parents Margie and Jay Hertzler  
Photo By: Maj. Al Therriault, Deputy Commander for cadets, Raleigh-Wake Comp. Sqdn



Photo By:  
Capt. Joey Surles  
Stan Eval / Operations Officer  
NC-022 Burlington Comp. Sqdn.

When once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return.

*Leonardo da Vinci*

# CAP HOSTS WREATHS ACROSS AMERICA AT WILMINGTON CEMETERY

WILMINGTON, NC – Two local squadrons of the Civil Air Patrol hosted a wreath laying ceremony on December 15<sup>th</sup> at the Wilmington National Cemetery. The “Wreaths Across America” (WAA) ceremony, hosted by Cape Fear and Topsail Composite squadrons, consisted of Color Guard and Honor Guard from Cape Fear Composite Squadron and American Legion Post #10 as well as the New Hanover County Sheriff Honor Guard who carried the military flags. “The Trio to the National Emblem” was played as those in attendance watched the posting of the colors.

After a military representative placed a ceremonial wreath for their respective branch, the audience was encouraged to participate by placing one of the 100+ wreaths on a gravemarker. Mayor Saffo, along with Captain Charles Joyce of CAP, placed the first wreath. Members of the Patriot Guard Riders escorted each person to a grave and offered a salute. Mr. Bill Merlack, USAF retired, played TAPS as the white graves were decorated with green and red.

Representatives from the American Legion, VFW, VVA, DAR, Veteran’s Affairs, New Hanover County Veteran’s Council, US Volunteers, Patriot Guard Riders, and many other veteran organizations attended. Bill Saffo, Wilmington Mayor, Bill Caster, Vice Chairman of County Commissioners and Bill Kopp, County Commissioner were also in attendance. The Mayor and Chairman Caster both spoke on the importance of remembering our veterans and on preserving the history of our nation. Mayor Saffo expressed his hope that this event would become an annual happening in our community.

“I hope that next year, with the support of the Wilmington community, we can cover all 5000 markers.”

Story and photos by:  
Elizabeth Butrim, Capt, CAP.  
PAO, Cape Fear Comp. Sqdn.



# Cadet Staff Training School (CSTS)

23-24 February 2008

Fayetteville Composite Squadron

Purpose: To provide current and future cadet staff the training necessary to accomplish their respective staff assignments at their home unit. This training is also targeted for senior members (working in cadet programs) to better equip them to support and facilitate the cadet program.

Course Length: 2 Days with a total of 14 hours of classroom instruction

Prerequisites to Attend CSTS: Cadets: must have achieved their Wright Brothers Award; are preparing to become cadet staff; must have written approval, CAP Form 31, to attend this course. Seniors: should be appointed to positions within their unit that bring them within direct contact with cadets on a regular basis and must have written approval, CAP Form 17, to attend this course.

CSTS Applications: CAPF 31 for cadets and CAPF 17 for seniors must be filled out and emailed to ramsey\_cap@yahoo.com prior to 15 February 2008. This course is open to the 1st 15 cadets who apply. Applications must also be brought to the school with appropriate signatures along with a CAPF 60. Failure to bring the signed CAPF 31 or CAPF 17 will result in non-admission to the school.

Prior Graduates: All prior graduates are welcome to return to the school.

Student Instructors: Prior students who have demonstrated leadership and teaching ability are welcome to return as student instructors. These individuals will attend the course as students, but will be given the opportunity to teach portions of the course during the week. The instructor staff will also evaluate their motivation levels, teaching abilities, and student control during the activity.

Instructor Staff: Consists of the Senior Instructor and Instructors. The Course Director, upon recommendation from instructor staff, may invite past "student instructors" back as instructor staff. These individuals will be responsible for teaching portions of the course assigned by the Course Director, on and off duty student control during the activity, course administration and assisting the course director in activity preparation.

V/r

NIHHAU RAMSEY, Capt, CAP  
Squadron Leadership Officer  
Fayetteville Composite Squadron (NC-007)  
U.S. Civil Air Patrol North Carolina Wing

William M. Ryan, Capt, CAP  
Deputy Commander of Cadet  
Medical Officer  
Fayetteville Composite Squadron  
MER-NC-007



# Carolina WingTips

I am pleased to welcome Major Vic Carnevale to the Operations Staff as the Chief of Standardization/Evaluation, effective 15 January. He has previously served in this position in 2002 and 2003. In his professional career, he is a Captain for US Air flying 737s. He is a CFII as well as a mission pilot, check pilot, orientation pilot and AFROTC orientation pilot, assigned to the Fayetteville Composite Squadron.

He is currently enroute to Independence KS to attend the Cessna FITS Instructor Course for the Cessna 182T G1000. Upon his return he will augment our other school trained instructors (Capt Jesse Collum, Lt Col Dominic Strug), and will be taking over for Capt Sal Tripoli as a G1000 check pilot.

As Chief of Stan/Eval, he will oversee the Check Pilots, Instructor Pilots and Mission Check Pilots. He will also be overseeing the Flight Release Officer program for the wing. A ongoing review of our overall flight operations program in advance of the upcoming MELR Staff Assistance Visit in March, and the Compliance Inspection in December is being conducted. This will result in changes to our Check Pilot and Instructor Pilot programs.

Welcome Aboard.

David E. Crawford, Lt Col, CAP

Director of Operations, North Carolina Wing

Civil Air Patrol

---

## 27 Graduate from UCC training



Photo supplied by Capt. Dave Oldham

Burlington, NC – 27 officer members from across the Tarheel State gave their time and effort to participate in the Unit Commander's Course (UCC) held on January 5,6 at the NC Wing Headquarters. Lt. Col. Tom Weber served as UCC Training Director and he stated that a very good group of instructors helped to lead these current and future unit commanders through much information with good discussions and participation. Weber also serves on the NC Wing Staff as Director of Professional Development.

NC Wing Commander, Col. Larry J. Ragland commended those who completed the course, "Lt. Col. Tom Weber did an outstanding job of planning and administering this exercise, and is to be commended for all his hard work. The group discussions were excellent and the participation by instructors and students were meaningful and productive. It was a long two days of training, but this training will go a long ways toward better communications, better unit level management, and the continued excellence NC Wing is becoming known for. I look forward to seeing many of our other Unit Commanders at future UCC training events."

1st Lt. Don Penven

Deputy PA Director

NCWG

# Carolina WingTips continued

## CISM Training in February

If you have been looking for an opportunity to take the Basic CISM course and become qualified to serve on the NCWG CISM team, here it is:

The course begins at 9:00am on Thursday, February 14th and is being held as part of the 24th Annual Central Piedmont Emergency Services College at Davidson County Community College.

Critical Incident Stress Management (CISM) Basic Group Crisis Intervention #11773

Critical Incident Stress Management (CISM) Basic Group Crisis Intervention

The Basic Group Crisis Intervention Course is designed to present the core elements of a comprehensive, systematic and multi-component crisis intervention curriculum. This two-day course will certify participants in the Mitchell Model (International Critical Incident Stress Foundation) and will prepare them to understand and use CISM techniques in a group setting. The Basic Group Crisis Intervention training is open to any person who wishes to know more about crisis intervention techniques. This course certifies participants to join CISM teams. Class will begin on Thursday morning 9am. (Required: \$20 certification and textbook fee)

Instructor: Linda E. Jordan

If you can fit it into your schedule, it's a great opportunity to take the course at a reasonable cost.

Blessings,  
Chaplain (Maj) Wayne Byerly  
NCWG/CIS

---

## Fletcher teen is promoted and honored

Fletcher teenager Sam Pollock received two honors from the Asheville Civil Air Patrol (CAP) Squadron of which he is a member, at the group's regular weekly meeting on Thursday, January 24.

Pollock, 17, who has only been a member of CAP since August of last year, was promoted to staff sergeant at the meeting. Along with the promotion, he also was named cadet of the month.

Besides being a student at T.C. Roberson and a member of CAP, Pollock has been in the Air Force ROTC program for three years and hopes to get an appointment to the Naval Academy and become a Marine aviator.

In addition to his promotion and being named cadet of the month, Pollock was chosen as Honor Cadet at the CAP's Winter Encampment held in Apex, North Carolina.

"It's really great to get these honors," said Pollock, "I'm happy to be here and be a part of this unit."

Clint Parker, PAO  
Asheville Comp. Sqdn.



# NC Wing search leads to beacon and wildfire.

Wilmington, N.C. – The Cape Fear Composite Squadron of the Civil Air Patrol, conducted a search Tuesday night to take over a Coast Guard search which had pinpointed an emergency beacon signal south of Wilmington. Under the direction of the Incident Commander, Capt. Andy Wiggs of NC Wing, an aircraft equipped with the Becker Direction Finding System was dispatched from Raleigh, NC to the Wilmington area. 1st. Lt. Don Williams and Capt. Victor Lewis from the Raleigh-Wake Composite Squadron flew the Cessna to the target using the plane's tracking capabilities to narrow down the search area. A second aircraft was also dispatched to act as "high-bird" communications for the mission. Capt Dennis Faver and Maj John Kay from Wilmington's Cape Fear Squadron made up the second crew.

In addition to the aircrews, two Urban Direction Finding (UDF) teams were formed. The first team was staffed by Lt. Col Jerry West of Group 3, and Cadets Wil Baker and Andrew Dahms from Cape Fear Squadron. A second team was staffed by Maj. Mike Starr, Cadets Robert Dahms, and Josh Crafts from Cape Fear Composite and Cadets Travis Connelly and Noah Hoffer from Topsail Composite Squadron. The two UDF teams split up and performed a scan in the area around the coordinates, including storage units, boat storage areas, and small airports.

The aircrew searched the area, but was unable to pick up a signal to lock on. After expanding their search, they were able to pick up the signal in a different area near Topsail Island, about 20 miles away. The teams on the ground were directed to the new coordinates. As the aircrew was closing in on the signal, they reported seeing a brush fire in the area. One of the UDF teams was notified who, in turn, reported it to the local authorities.

As the ground teams arrived in the area of the signal, the fire department asked for assistance in locating the fire. The UDF team linked up with the supervisor, and the teams provided a relay from the aircraft to the UDF team, to the fire supervisor, who relayed directions to the fire truck. The aircraft circled over the fire and guided the fire truck to the fire.

With the fire taken care of, the UDF team quickly triangulated in on the signal, which originated from a boat parked on the side of a residence. The team assisted the owner in turning off the emergency beacon. It was later learned that the boat had been out that day traveling through Wilmington waterways on the way home causing the signal to be picked up south of Wilmington and then moved 20 miles away.

Captain Elizabeth A. Butrim, Public Affairs Officer  
Cape Fear Comp. Sqdn.

---

## New NWS streaming audio

I got a nice note from CKH226 this weekend. He suggested that I check out these sites.

What you'll hear is streaming audio from the National Weather Service, which might just be a Good Thing(R) to have on hand, even if you already have a Weather Alert radio.

Pick one or two and bookmark them:

<http://www.nws.noaa.gov/nwr/streamaudio.htm>

<http://www.nws.noaa.gov/nwr/nwrbro.htm>

<http://www.nws.noaa.gov/nwr/stations.php?State=NC>

<http://www.cocorahs.org/>

Thanks for these, Sir!

-1st, Lt. Keith Savoy, CKH 4

# Weather Watch: Wall-To-Wall IMC

By: Thomas A Horne (From AOPA Pilot, September 2003)

As all pilots should know, widespread instrument meteorological conditions (IMC) are bad news. What's widespread? I don't know of any hard-and-fast definition, so let's use an area the size of a medium-size state — say, Pennsylvania — as an arbitrary lower limit of coverage. When instrument weather covers this amount of territory the flight-planning process should go into overdrive.

First of all, there's the go/no-go decision. If your departure or destination airport is covered by widespread instrument weather, the choice is simple if you aren't instrument-rated and current: Stay on the ground.

But what if you and your airplane are equipped for instrument flying? There are good reasons why widespread low ceilings and visibilities should make you think twice about launching. A big one relates to fuel consumption. With wall-to-wall IMC you'll need plenty of fuel in reserve in case you miss an approach and have to divert to a suitable, better-weather alternate — which may be a hundred or more miles away. Will you have enough fuel to reach the alternate and shoot an approach, or is the weather at your named alternate so iffy that a retreat to your departure airport sounds good?

It can be nerve-racking to face these sorts of issues while flying on instruments, so we need to be aware of the types of weather setups that create widespread IMC. Now that we're facing the autumn months, the seasonal cool-down becomes a big factor in creating huge areas of lousy flying weather. The sun isn't as high in the sky, the nights are longer, and colder air begins to move south. It all adds up to cooler surface temperatures and more nighttime cooling, and we all know what happens when air is cooled to its dew point — yep, fog can form.

Widespread IMC is nearly always associated with slow-moving weather events like stationary fronts and slow-moving warm fronts. Islands of low pressure aloft — easily detectable on 500-millibar constant pressure charts (they roughly correspond to the 18,000-foot level) — can also cause the weather beneath them to worsen, slow down, and extend great distances as moisture is drawn into the system. These upper lows are called cutoff lows, or closed lows, because the circulation around these high-altitude features is detached from the parent trough. To see them on a chart is to see a bull's-eye of height contours, floating by itself and parked over a region that's been experiencing precipitation and IMC for days.

Pilots planning flights to the East Coast this fall ought to know that cold air damming is another famous cause of widespread IMC. While it doesn't get as much press as, say, hurricanes or destructive cold fronts, cold air damming can be more dangerous to general aviation pilots.

Here's what to watch for:

- A cold high-pressure system centered over northern New England or the Quebec/New Brunswick provinces of Canada. The high may well produce subfreezing temperatures at the surface.
- A cutoff low aloft at the 500-millibar level somewhere over Minnesota, Michigan, or Ontario.
- A surface low-pressure system in the north-central United States and a slow-moving, north-south cold front issuing from the low, pushing warmer, humid Gulf air ahead of it.

What happens is that the clockwise flow around that high-pressure system sends cold air flowing south. It can penetrate as far south as Georgia and — here's a main point — exists as a very shallow layer. Cold air is denser than warm air, so it sinks to the surface as it flows over the Mid-Atlantic and southeastern states, and up against the eastern flanks of the Appalachians.

Now we have this shallow cold layer, running from the surface to 1,000 or 2,000 feet, essentially “dammed in” by the Appalachians, which explains the origin of the term. Problems occur when the cold air makes ambient

temperatures drop to the dew point and fog sets in. Fog can be especially dense if the surface has been soaked by rains; this adds extra moisture to the cold layer. It may not be a deep layer of fog, but it can create low IMC (ceilings below 500 feet, visibilities below one-half mile) at the surface.

That slow-moving cold front to the west won't blow the low-level cold air away anytime soon, so the result can be a 1,000-mile stretch of low IMC. Now that's widespread.

On a surface analysis chart, the slim wedge of cold air can show up east of the Appalachians as a warm or stationary front with a pronounced southward bulge in it. This illustrates how the wedge of cold air slides beneath the warm air to the south and forces it back toward the southeastern states' Piedmont regions. Anytime you see this U-shaped front east of the Appalachians, be prepared to encounter some of the lowest weather you'll ever experience.

Similar cold air damming can also occur east of the Cascade Mountains in central Washington State. This happens when the cold-air mass behind the cold front gets blown uphill — against the mountains — by the southerly flows of air ahead of the next low-pressure system to enter the Pacific Northwest. In this scenario, snow-covered terrain at lower elevations can play a role by perpetuating the low-level cold layer over a period of days.

Cold air damming isn't a rare phenomenon. Every autumn, a handful of these situations occur along the East Coast. Some bring terrible consequences, as I described in a previous article (see "[Wx Watch: A Bad Day in November](#)," February 1995 *Pilot*). On November 27, 1994 — the Sunday after Thanksgiving — there were three crashes in the Southeast. Two were fatal. At the time, I described the conditions as being caused by a stationary front, which was true enough. But I focused on the accident scenarios more than the weather, and a more complete explanation of the weather certainly would have mentioned cold air damming.

In one accident, a Beechcraft Baron pilot flew from Perkasio, Pennsylvania, to the Atlanta, Georgia, area. The weather was so bad that he missed the approach at his intended destination, diverted to an alternate 38 miles away, shot — and missed — three more approaches, then crashed after running out of fuel.

A Cessna 182 pilot flying from Gainesville, Florida, to Asheville, North Carolina, shot — and missed — two ILS approaches to the Greenville Downtown Airport in South Carolina. He then diverted to the Greenville-Spartanburg International Airport in Greer, South Carolina, where the weather was reported as "sky partially obscured, measured 300 overcast, visibility one-half mile in drizzle and light fog, temperature 41, dew point 40, and a runway visual range of 6,000-plus feet." Fog covered five-tenths of the sky. The Skylane crashed during the approach, but the pilot escaped with minor injuries.

A Glasair pilot died after crashing during an ILS approach to Runway 9 at the Florence Regional Airport in South Carolina, where there was a 300-foot overcast.

All these crashes happened in the space of six hours. So cold air damming is nothing to shrug off. The system stayed in place through the next four days, turning the Southeast into a gloomy, gray mess. Think about that the next time you plan an IFR flight east of the Appalachians this autumn and winter. If you launch, remember to take on enough fuel, and remember that your endurance decreases the moment you take off.

# Message from the front lines

02 January 2008  
Kandahar, Afghanistan

Dear Cadets and Seniors,

Task Force Corsair's long deployment supporting Operation Enduring Freedom is coming to a close. As I write these words, our opposite numbers from the 101<sup>st</sup> Airborne (Air Assault) Division are assuming their role as the U.S. Aviation Task Force in Southern Afghanistan. The 101<sup>st</sup> "Screaming Eagle" troopers are some of the best in the world, with a long history of valor and distinguished service in places like Normandy, Eindhoven-Arnhen, Bastogne, Quang Tri, Thua Thien, A Shau, Saudi Arabia, Salah ad Din, Kirkuk, and Diyala. Task Force Corsair is honored to call Soldiers from this distinguished division our brothers and sisters in arms.

Soldiers have always had big families. There is an old saying that a Soldier has two wives – The Army and the woman he married. This was true in the age of Alexander, Caesar, Napoleon and Lee; it is true today. For the last five months I have spoken at length about the first wife. Now is an appropriate time to talk about the second wife, the distaffs who are the husbands and wives of deployed Soldiers. They are the ones who man the home front, take care of the children, pay the bills, send care packages, and live with the daily fear of being greeted by the sight of two military officers in Class A uniforms standing at the front door. Service on the home front can be as mentally challenging to a loved one as combat is to a deployed Soldier. The English poet John Milton wrote, "He also serves who only stands and waits." The same must be said of the many wives, husbands, children and parents who make sacrifices everyday for the Global War on Terrorism.

This war is far from over. As we speak, Airmen, Marines, Sailors, and Soldiers are standing watch in remote locations along the Afghan and Iraqi fronts. It is well to dream of glorious war in a snug armchair at home, but it is a very different thing to see it first hand. Our fighting men and women are cold, wet, hungry, tired, and scared. These same men and women are also dedicated to the causes of liberty and freedom and understand the price our Republic will pay if we now pull out of Iraq and Afghanistan without securing an honorable military victory.

As we enter the year 2008, we look to the future. The Global War on Terrorism is a struggle for the soul of our people and our Homeland; a battle between a better future versus the discredited reactionary ideals of the old order. We must remember that to be a great nation, its people must assume great responsibilities. The New Year will bring monumental challenges, tragedies, hopes and victories. We as a nation must never forget those, whose triumphs of the will, overcame the great adversities of the past – The Civil War, World Wars One and Two, The Great Depression, The Vietnam War and The Cold War. In each, as now, naysayers said our citizens were not up to the task; were not worthy of global greatness; and that the United States should be satisfied with mediocrity. These purveyors of defeatism are blinded by their own failings and have forgotten that our people have always stood ready with a spirit of bold curiosity to face the challenges ahead.

In a few weeks, the Soldiers and Airmen of Task Force Corsair will walk down aircraft ramps and into the waiting arms of their families and friends. It is these men and women and their families who are the rock upon which our Republic stands. It is their dedication, courage, and honor that will continue to make the United States, to quote colonial Massachusetts governor John Winthrop, "The city upon the hill" for millions oppressed who seek succor. It is their dedication that strikes fear into the hearts of all cowards who side with the Taliban and Al Qaeda. It is their dedication that will give us all our day of freedom! God bless each of you for your steadfast support and God bless the United States of America!

Signing off from Afghanistan,

Jayson

Jayson A. Altieri  
Lieutenant Colonel, US Army  
Commanding  
Task Force Corsair

# Basic Ground Team Training

The seventh annual Basic Ground Team School will be sponsored by the Johnston County Cadet Squadron and will be held from 28 March - 30 March, 2008. The location for the school will be the Johnston County Airport, in Smithfield, NC. All North Carolina Wing members are invited to apply. **All applicants should read this memorandum thoroughly.**

The intent of this school is to provide instruction in the Familiarization and Preparatory Training Tasks as well as several Advanced Training Tasks on the GTM3 SQTR. Those members who successfully demonstrate proficiency in the aforementioned tasks per the Ground and UDF Task Guide will have those tasks endorsed on their individual GTM3 SQTR by SET Evaluators. The school will NOT cover Basic First Aid, Basic Communications User Training, or the CAPT 117.

In order to attend the school, Cadets and Seniors MUST have a valid CAP identification card, a current CAPF 101 in General Emergency Services, and a GTM3 SQTR with all prerequisites (everything above the words, "Familiarization and Preparatory Training" on the form) completed and signed by your unit commander or designate. ALL of these documents must be on the student's person upon arrival at the school.

The uniform for the school will be a COMPLETE set of BDU's or CAP Distinctive Field Uniform per CAPM 39-1. Each MUST include the appropriate headgear per CAPM 39-1. In other words, ALL students will wear authorized headgear while outdoors. No other uniform combinations will be allowed. Professionalism is characterized not only by attitude but by appearance as well. Uniforms will be kept neat and clean whenever possible and all members will strictly adhere to the personal grooming standards established in CAPM 39-1.

Participants MUST arrive at the school with a copy of the Ground & Urban Direction Finding Team Task Guide (these MUST be purchased from Vanguard or The Hock Shop, NO downloaded copies will be permitted) and equipped with ALL contents of the 24-Hour and Extended-Duration Packs as outlined in Task O-0001 of the Ground and UDF Task Guide. There will be no way to acquire this equipment once you arrive at the school. Be ready to prepare and consume the two meals from the 24 Hour pack in the field for lunch on Saturday and Sunday. All other meals will be provided.

Cadet applicants must submit a CAPF 31 and CAPF 60; Senior Member applicants must submit a CAPF 17 and CAPF 60. All applicants must submit with their application forms a check for \$10.00 made out to Maj. Brian P. Buczkowski, CAP to cover the cost of meals and training supplies. Mail all of the above to the following address:

Maj. Brian P. Buczkowski, CAP  
Basic Ground Team School  
267 Tomahawk Drive  
Clayton, NC 27520



It is imperative that all applicable data be complete on the CAPF 17, 31 and 60. Failure to do so will result in the application being returned for completion. All applications MUST also include a current e-mail address where the applicant can be contacted. If an applicant does not have an e-mail account, then an e-mail address for their unit commander or designate will be necessary. Deadline for receipt of all applications for the school is 7 March, 2008. No applications will be accepted after this date.

In-Processing and setup time on Friday, 28 March 2008 will be from 1830-2000. NO students will be in-processed before 1830. Classes will begin PROMPTLY at 2000, so it is STRONGLY advised that students arrive as early as possible AFTER 1830. The departure time on Sunday, 30 March 2008 is scheduled for 1500.

**Be Advised:** This will be a professional and demanding school of instruction. Expect a weekend of intense training consisting of both classroom instruction and practical application of skills. The key to successful Ground Team operations is a "can do" attitude coupled with the **willingness and ability to work as a team**. You will be evaluated throughout the school on your capability to perform in the above-mentioned manner. All participants will be expected to act with a professional demeanor.

BRIAN P. BUCZKOWSKI, Maj., CAP  
2008 Basic Ground Team School  
Commander

# NTSB Reports

Accident occurred Wednesday, December 12, 2007 in Statesville, NC

Aircraft: Wootton, John Aero Canard, registration: N199JW

Injuries: 1 Fatal.

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.

On December 12, 2007, about 1000 eastern standard time, an amateur built Aero Canard, N199JW, was substantially damaged when it impacted trees during the initial climb after takeoff from the Statesville Regional Airport (SVH), Statesville, North Carolina. The certificated private pilot was fatally injured. Visual meteorological conditions prevailed and no flight plan had been filed for the local personal flight that was conducted under 14 CFR Part 91.

The pilot owned the airplane, and was departing from runway 28, a 7,006-foot-long, 100-foot-wide, asphalt runway.

According to a Federal Aviation Administration (FAA) inspector, witnesses reported that they observed the canopy open, as the airplane lifted off the ground. As the airplane climbed to about 100 feet above the runway, a fabric cover exited the cockpit, and went through the wooden propeller. The airplane continued to climb slowly, and subsequently impacted trees and the ground. Both wings separated during the impact sequence.

The FAA inspector noted that a shredded fabric cover, and 1-foot sections of each propeller blade tip were located near the runway 3,000-foot marker. All other portions of the airplane were accounted for at the accident site, which was located just beyond the airport property line.

The pilot reported 505 hours of total flight experience on his most recent application for an FAA third class medical certificate, which was issued on May 31, 2007.

---

Accident occurred Saturday, December 01, 2007 in Hendersonville, NC

Aircraft: Cirrus SR22, registration: N874SR

Injuries: 2 Uninjured.

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.

On December 1, 2007, at 1634 eastern standard time, a Cirrus SR22, N874SR, registered to Cirrus D and S LLC, operating as a 14 CFR Part 91 personal flight, had a loss of directional control on landing roll out at Hendersonville Airport, Hendersonville, North Carolina. The airplane was destroyed by a post crash fire. Visual meteorological conditions prevailed and no flight plan was filed. The private pilot and one passenger reported no injuries. The flight originated from Johnson County Airport, Mountain City, Tennessee, on December 1, 2007, at 1500.

The pilot stated he landed on runway 15 and was on landing roll out when a gust of wind caused the left wing to come up. He applied left aileron and there was no response. The airplane started turning to the right. He lost directional control of the airplane and it came to a stop on the runway. He and his passenger exited the airplane and observed a post crash fire in the engine compartment. The pilot obtained a fire extinguisher from the airplane and was unable to extinguish the fire.

A witness stated he heard the pilot call in on the UNICOM radio frequency and report that he was landing on runway 15. He went outside to make a parking space available for the arriving airplane. The witness observed the airplane on final approach and everything appeared to be normal. He then heard an increase in engine power and looked up at the arriving airplane. The airplane was about 2 feet above the runway "flailing," the airplane rose to an altitude of less than ten feet, and appeared to be banking and yawing out of control. The right wing looked as if the wing hit the ground, the airplane went off the runway, hit an embankment, and went back on the runway coming to a complete stop. The witness observed a small fire in the front of the aircraft, and called the 911 emergency operators.

# NTSB Reports continued

Accident occurred Friday, November 09, 2007 in Cramerton, NC

Probable Cause Approval Date: 12/20/2007

Aircraft: Scottish Bulldog 120, registration: N9151R

Injuries: 1 Uninjured.

The pilot stated that he departed on a VFR flight and no flight plan was filed. He flew past his destination airport, reversed his course, descended down to 800 feet, and was in cruise flight when the engine lost power. An engine restart was not attempted and the pilot made a forced landing into the trees. The pilot stated that the airplane had not been registered with the FAA since he purchased it, and the condition inspection was expired. In addition, the pilot stated that he did not have a current flight review or medical certificate. The FAA examined the airplane and no anomalies were noted with the engine assembly and accessories, flight controls, or airframe. The fuel tanks were not ruptured and two ounces of fuel were drained from the lower fuselage fuel sump. Two gallons of fuel were drained from the main fuel tanks. The unusable fuel for the airplane is two gallons. The pilot stated to the NTSB that "he miscalculated his fuel burn rate which resulted in a total loss of engine power due to running out of gas."

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

The pilot's improper fuel consumption calculations resulting in a total loss of engine power due to fuel exhaustion and a forced landing.

---

## Say again, please

Salt Lake Center:

"Airline 123, you bound for Vegas?"

Airline 123:

"Yup."

Salt Lake Center:

"You a [DC-]10?"

Airline 123:

"Yup."

Salt Lake Center:

"Well, I guess your passengers need a 10 to take home their winnings?"

Airline 123:

"Nope! Our passengers can take home their winnings in a Cessna 152."

---

## Digital Photography Class

To all PAOs and MIOs: As a result of requests from NC Wing staff and Unit members the PA Directorate has begun to put together a one-day class in basic digital photography, which is scheduled for 12 April 2008 in the Wing library. Plans are tentative and seating will be limited. Additionally we hope to hold a second basic class at a larger facility--perhaps the Raleigh-Wake Comp. Sqdn. Hqs. No date is set for that one yet. PAOs and MIOs will have first choice for seats in the Burlington session.

The hope is that we can help more members to use their own digital equipment as well as the Sony cameras purchased by the Wing. Topics will include: Basic digital camera theory and operation and Digital manipulation of images using graphics programs. More on this to follow. This class will be open to the Wing as a whole. In either case members will be expected to bring a digital camera. A laptop computer will also be helpful but not mandatory.

—  
1st Lt Donald Penven  
Deputy PA Director  
NC Wing, Civil Air Patrol  
Editor: "Carolina Wingspan"

# Story About A Great American

## Aviation Record-Breaking the Sound Barrier Without an Aircraft

Joe Kittinger is not a household aviation name like Neil Armstrong or Chuck Yeager. But what he did for the U. S. space program is comparable.

On Aug. 16, 1960, as research for the then-fledgling U. S. space program, Air Force Captain Joseph Kittinger rode a helium balloon to the edge of space, 102,800 feet above the earth, a feat in itself. Then, wearing just a thin pressure suit and breathing supplemental oxygen, he leaned over the cramped confines of his gondola and jumped into the 110 degree below zero, near-vacuum of space. Within seconds his body accelerated to 714mph in the thin air, breaking the sound barrier. After free-falling for more than four and a half minutes, slowed finally by friction from the heavier air below, he felt his parachute open at 14,000 feet, and he coasted gently down to the New Mexico desert floor.

Kittinger's feat showed scientists that astronauts could survive the harshness of space with just a pressure suit and that man could eject from aircraft at extreme altitudes and survive. Upon Kittinger's return to base, a congratulatory telegram was waiting from the Mercury Seven astronauts--including Alan Shepard and John Glenn.

More than four decades later Kittinger's two world records, the highest parachute jump, and the only man to break the sound barrier without a craft and live--still stand. We decided to visit the retired colonel and Aviation Hall of Famer, now 75, at his home in Altamonte Springs, Florida, to recall his historic jump FORBES GLOBAL: Take us back to New Mexico and Aug. 16, 1960.

Joe Kittinger: We got up at 2 a.m. to start filling the helium balloon. At sea level, it was 35 to 40 feet wide and 200 feet high; at altitude, due to the low air pressure, it expanded to 25 stories in width, and still was 20 stories high! At 4 a.m. I began breathing pure oxygen for two hours. That's how long it takes to remove all the nitrogen from your blood so you don't get the bends going so high so fast. Then it was a lengthy dress procedure layering warm clothing under my pressure suit.

They kept me in air-conditioning until it was time to launch because we were in the desert and I wasn't supposed to sweat. If I did, my clothes would freeze on the way up.

It took an hour and a half to get to altitude. It was cold. At 40,000 feet, the glove on my right hand hadn't inflated. I knew that if I radioed my doctor, he would abort the flight. If that happened, I knew I might never get another chance because there were lots of people who didn't want this test to happen. I took a calculated risk, that I might lose use of my right hand. It quickly swelled up, and I did lose use for the duration of the flight. But the rest of the pressure suit worked. When I reached 102,800 feet, maximum altitude, I wasn't quite over the target. So I drifted for 11 minutes. The winds were out of the east.

You can see about 400 miles in every direction. The formula is  $1.25 \times \text{the sq. root of the altitude in thousands of feet}$ . (The square root of 102,000 ft is  $319 \times 1.25 = 399$  miles) The most fascinating thing is that it's just black overhead--the transition from normal blue to black is very stark. You can't see stars because there's a lot of glare from the sun, so your pupils are too small. I was struck with the beauty of it.

But I was also struck by how hostile it is: more than 100 degrees below zero, no air. If my protection suit failed, I would be dead in a few seconds. Blood actually boils above 62,000 feet. I went through my 46-step checklist, disconnected from the balloon's power supply and lost all communication with the ground. I was totally under power from the kit on my back. When everything was done, I stood up, turned around to the door, took one final look out and said a silent prayer: "Lord, take care of me now." Then I just jumped over the side.

It's the beginning of a test. I had gone through simulations many times--more than 100. I rolled over and looked up, and there was the balloon just roaring into space. I realized that the balloon wasn't roaring into space; I was going down at a fantastic rate! At about 90,000 feet, I reached 714mph. The altimeter on my wrist was unwinding very rapidly. But there was no sense of speed.

Where you determine speed is visual--if you see something go flashing by. But nothing flashes by 20 miles up--there are no

signposts there, and you are way above any clouds. When the chute opened, the rest of the jump was anticlimactic because everything had worked perfectly. I landed 12 or 13 minutes later, and there was my crew waiting. We were elated.

How about your right hand? It hurt--there was quite a bit of swelling and the blood pressure in my arm was high. But that went away in a few days, and I regained full use of my hand.

What about attempts to break your record?

We did it for air crews and astronauts for the learning, not to set a record. They will be going up as skydivers. Somebody will beat it someday. Records are made to be busted. And I'll be elated. But I'll also be concerned that they're properly trained. If they're not, they're taking a heck of a risk.

WELCOME TO YOUR FREEDOM, COMPLIMENTS OF THE U. S. MILITARY

Contributed by Dalton Rackley

---

## Cunningham Field unit holds family banquet

Cunningham Field Composite Squadron had much to celebrate at the annual squadron Family Banquet on 20 DEC in Morehead City. The five year old squadron presented its first Amelia Earhart award and four Wright Brothers milestones.

Commander Norman Kidd of the Veterans of Foreign Wars Post #7315, Havelock, NC, presented Cadet Captain Zachariah A. Kier with the Cadet Officer Citation, in recognition of Kier's outstanding achievement as cadet commander of Cunningham Field Composite Squadron's cadet corps. This followed the presentation of the Amelia Earhart award to C/Capt Kier by Group III Commander Lt. Col. Dan Ellis. C/Capt. Kier has been cadet commander of NC-160 since June 2006. During that time the squadron tripled the cadet enrollment and produced four Wright Brothers awards. Kier is completing his freshman year at Virginia Military Institute.

Squadron Commander Capt. Linwood Dabney made the presentation of the Wright Brothers awards to C/MSgt Sophie Rynas, C/TSgt Jerod Tubbs, C/TSgt Brennan Fifer and C/TSgt Tabitha Tubbs. Also receiving promotions at the December banquet were Airmen Dakotah Brittain, Rosemary Ellis and Jonathan Nieto.

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



L. to R.: Group III Commander Lt Col Dan Ellis, C/Capt Zach Kier, NC-160 Commander Capt. Linwood Dabney



L. to R.: Cadet Commander and NCOs of NC-160- C/MSgt Sophie Rynas, C/TSgt Jerod Tubbs, C/Capt Zach Kier, C/TSgt Brennan Fifer, C/TSgt Tabitha Tubbs.

# National SAR School Graduates 15 Professionals and Volunteers

Article and photo by Lt Col Roy Douglass

The National Search and Rescue School conducted 14 January to 18 January 2008 at the US Coast Guard Training Center in Yorktown, VA graduated 15 professional and volunteer members of the search and rescue community on 18 January 2008. Six of the participants were CAP officers, and one of those six officers was Lt Col Roy Douglass, NC Wing Chief of Staff.

The National SAR School is a week-long in-residence course designed to teach participants the myriad elements involved in planning searches, and the methods used for in-depth pre-planning of ground and air SAR activities for the eventuality that the primary, or “hasty,” search is unsuccessful. The school was instructed by two USAF professionals, Lt Col Eric Steward and TSgt Jennifer Lyons, of the National Search and Rescue School staff. Other CAP Officers attending the school were Majors Mike Portanova and Justin Pahl from VAWG, Capt Justin Ogden and Lt John Kihl from PAWG, and Lt Doree Trent from OKWG. Other attendees were from civilian Search and Rescue organizations and state emergency management agencies, as well as a US Coast Guard officer, two participants from Greenland, and one military SAR pilot from Hungary. The week was concluded with a real-play tabletop exercise, which provided significant challenges to the participants before graduation.



National SAR School graduates



# CCPS Newsletter

## Message from the Secretary

My thanks to every employee who has heeded Gov. Easley's mandate to conserve water at work and at home. While the heavy December rains helped a few areas of the state recover slightly, the entire state continues to suffer from one of the worst droughts on record. To bring the majority of the state back to moderate drought levels, we need two feet of rain in the next six months. Unfortunately, current weather forecasts indicate we have only a 15-20 percent chance of getting that much rain. In short: it looks like we're likely to be in much worse shape this summer than we were last summer.

As for washing state cars, we will have to wait on Mother Nature to do that for us. I want to remind all employees NOT to wash their state vehicles per the governor's order. And every employee can help by foregoing washing their personal vehicles. As Gov. Easley has said, we can think of our dirty cars as badges of honor.

Each of us should continually examine our daily water use and see if we can find more ways to conserve. Low-flow shower heads and faucet aerators can be purchased at any hardware store, and please limit your showers to five minutes or less.

Even if drenching rains soaked North Carolina for several weeks, people will still need to remain vigilant in their water use. The state's growing population will place increasing demands on our limited resources in the coming years, so we all need to practice water conservation all the time.

We are all in this together, so I thank you for your efforts to conserve water.

Bryan Beatty

# Sights On Safety

It's February, the shortest month of the year. Only 29 days to do a month's worth of work. That's right 29 days instead of 28. It's an election year, leap year. I'll bet you haven't noticed that little fact, have you? I don't think I've seen or heard anything about politics in a while. NOT!!!

It is a well-celebrated month. During February, we celebrate the following: American Heart Month, An Affair to Remember Month, Black History Month, Canned Food Month, Creative Romance Month, Great American Pie Month, National Cherry Month, National Grapefruit Month, and National Weddings Month. Don't forget Valentine's Day. If you do, you may need to apply all the first aid you've learned to your person.

The National Safety Officer has requested all Safety Officers to present a slide show concerning Operation CAPSafe. The presentation is located in the Safety tab on the NC Wing website. This material should be shown to all members. As new members join your unit, direct them to the website and have them view the information.

<http://www.ncwg.cap.gov/index.cfm?fuseaction=page.display&pageID=322>

With cold weather lingering about, check out the articles below for some great tips on Winter Preflighting. It may help keep you safe during cold weather flying.

<http://www.aopa.org/asf/hotspot/winter.html>

<http://www.aopa.org/asf/asfarticles/2001/sp0112.html>

<http://www.aopa.org/asf/publications/advisors.html#sa11>

Sporty's has a great little quiz concerning cold weather and wing contamination.

<http://www.aopa.org/asf/asfquiz/quizzes.cfm?SA=Quizzes&QuizId=45>

This month we celebrate American Heart Month. The links below provide some good information on heart disease, detection, and prevention.

<http://www.americanheart.org/presenter.jhtml?identifier=1200000>

<http://www.nsc.org/issues/heartmonth.htm>

Be sure to visit the Safety tab on the NC Wing website or a suggested calendar of safety briefings, safety metrics, and other information.

Don't Do Nothin' Stupid.....  
Capt. Dan McCollum  
NCWG Safety Officer



Photo by: Capt. Joey Surles  
Stan Eval / Operations Officer  
NC-022 Burlington Composite Squadron

# Foundation reaches out to pilots after Corona midair

By Alyssa J. Miller (Reprinted from [www.aopa.org](http://www.aopa.org))

In the wake of a midair collision in Corona, Calif., which killed four people in the air and one person on the ground, the AOPA Air Safety Foundation is reaching out to Southern California pilots, stressing that collision avoidance procedures must be considered on every flight.

The Jan. 20 accident involving a Cessna 172 and a Cessna 150 occurred near Corona Municipal Airport. "Despite the catastrophe here, midair collisions are rare. Fewer than 10 occur nationally in a typical year," AOPA Air Safety Foundation Executive Director Bruce Landsberg told California pilots via a video address during one of the Foundation's safety seminars. "Accidents with ground fatalities are even more unusual. Over the past several years, there have been fewer than three such fatalities annually on a national basis." Corona Municipal is a nontowered airport, and according to Landsberg, nontowered airports are the equivalent of intersections on highways—that's where the bulk of collisions occur.

The Foundation added a special module to its regularly scheduled safety seminars in Southern California to specifically address collision avoidance procedures. The seminars took place this week in San Diego, Costa Mesa, North Hills, and Ontario.

Collision avoidance is an important part of every flight, particularly in the traffic pattern and congested airspace. Landsberg encouraged pilots to remain vigilant for other traffic so that the already low midair accident rate can become even better.

---

## Editor's Note

Time flies when you are having fun. It's been three years since I walked into the GA Terminal at RDU, asked for an application, and paid my dues to join CAP. At times it's been a roller-coaster ride. There have been times of sheer enjoyment and moments of frustration. There have been periods of anxiety and periods when I wonder what I should be doing next.

Age has a way of slowing one down--that's the frustrating part. I know I should be doing a lot more in repayment for all I've taken out of this organization. You must, at times, wonder why you do it. Here's what a group commander from the Texas Wing says:

*It's Not Because It's Easy*

*As we take our first steps into 2008, I want to revisit a subject we've discussed before. It is an important one because it helps us keep focused on our jobs when times are tough, and in the long run I think it makes us more committed to CAP. The question is, "Why has each one of us chosen to make Civil Air Patrol an important part of his or her life?"*

*Whatever the answer is for you, I can tell you for sure what the answer is not:*

- 1. You're not a member of CAP because it's easy*
- 2. You're not a member of CAP for the paycheck*
- 3. You're not a member of CAP for all of the recognition you get*
- 4. You're not a member of CAP because you like doing reports (OK, on this last one, maybe some of you are in CAP for this – and if so, I'm sure I can find a great place for you on Group Staff! Please call me!)*

1st. Lt. Don Penven

Editor, Carolina WingSpan

# Propagation Phenomenon leads to Phenomenal Net Participation

## NC Wing HF net posts record check-ins

Burlington, NC – NC Wing High Frequency (HF) radio operators were expecting that the Monday evening net would be just like it had been for months—virtually impossible to hear net control or the alternate. "I had planned a quiet evening," said 1st. Lt Keith Savoy, NC Wing Director of Communications. "But band conditions were spectacular!"

NC Wing conducts HF nets on Monday through Thursday evenings at 2030 EST and a Sunday morning net at 0800 EST. But on Monday, January 28, an Email message from Lt. Col. Mike Marek, Communications Team Leader, shook up the troops. "Most of the command centers in the federal government will be manned during the President's State of The Union address tonight at 2100-2230 EST. The speech is a National Special Security Event (NSSE). I am putting the Civil Air Patrol HF network on alert during this same time period this evening, 2100-2230 EST ..." Marek's message read.

What happened next was phenomenal. For the first time in months, the HF band opened up all across the country. Savoy said that 93 NC Wing stations checked in during the regular net period of 2030 to 2100 EST. But adding to the phenomenon was the fact that a number of other CAP stations also checked in. "We logged 24 out-of-wing stations, from Florida to the District of Columbia. The record holder for distance was a single station in Iowa. We had six simultaneous net control stations running and members of the Florida wing stood by to lend assistance should propagation fail," Savoy said.

Savoy noted that HF propagation is dependent upon the reflective properties of the F2 layer of the ionosphere. Nighttime propagation has been very poor over recent months, so HF communications have only been effective during daylight hours.

1st. Lt. Don Penven  
Deputy Director, Public Affairs  
NCWG

