



CIVIL AIR PATROL

U.S. AIR FORCE AUXILIARY

Carolina WingSpan

The Official Newsletter of the NC Wing, CAP

NC Wing's first glider about to
touch down on NC soil

April 2013



Read more on Page 3

Final Salute

It is with extreme regret and sadness that I inform you of the passing of 1st Lt Shellie S. Padrick on 24 April 2013.

Lt Padrick joined the Civil Air Patrol in April 2004. He was a member of Coastal Patrol Base 21 for the past nine years and loved to fly. This most likely was initiated some sixty years ago, when one of his duties in the United States Army was as an observer on an L-19. After a few years in the U.S. Army, he joined the work force at the then Overhaul and Repair Facility, Cherry Point, N.C.

Lt Padrick spent the next thirty-five plus years at Cherry Point, ending up in the position of General Foreman of the Power Plant Division. He always found time to participate in missions, even when his health had started to fail.

Lt Padrick was Coastal Patrol Base 21's Finance Officer and Assistant Logistic Officer. He was also a life-long friend and will be sorely missed. Lt Padrick was eighty years old.

A memorial service for family and friends was held on 4 May 2013, at Lt Padrick's home in New Bern, N.C.

Fred Eldredge, Major, CAP

CPB21

To all:

This month's issue of your newsletter is jam-packed with news articles from the mountains to the coast, Thank you to all of our contributors.

It is especially meaningful that cadets have submitted their input. Well-Done Cadets!

This month we welcome 1st. Lt. Bryan Weil to our staff.

Lt. Weil is an active PAO with Raleigh-Wake and is assuming the extra duty of Social Media Director for the NCWG PA Staff. In this position, he will closely monitor the Facebook pages maintained by the wing, and he will act as a sounding board for ideas by those units currently maintaining a Social Media Page and those contemplating establishing a social media presence.

Once more I offer my most sincere thanks for the overwhelming out-pouring of thoughts and prayers spurred on by my recent illness.

All the best,

Don Penven, Maj, CAP

NCWG PA



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"Carolina WingSpan" is the official newsletter of the Civil Air Patrol, North Carolina Wing HQ, U.S. Air Force Auxiliary

NC Wing's First Glider Arrives on North Carolina Soil

Col. David E. Crawford
Commander, NC Wing

Burlington, NC—At approximately 10:00 a.m. today, Saturday, April 27, 2013 a two-person glider will be flown to its new base at the Triangle North Executive Airport in Louisburg.

“Weather is expected to be great today so we will have a chance for several aspiring glider pilots to receive initial training and we will perhaps have a few pilots complete their first solo flights. The glider, is a TG-10B "Merlin" glider transferred to CAP from the U.S. Air Force Academy/ It is commercially known as the L-23 Super Blanik and will be augmenting the MER glider program, with centers located in WV, VA, SC and now NC,” said Col. David E. Crawford, NC Wing Commander.

This will be an especially busy day for the NC Wing in that in addition to the glider arrival, the wing is conducting a Search and Rescue Exercise (SAREX) at wing Headquarters in Burlington. Wing members, seniors and cadets, will receive a briefing at 8:00 a.m. Aircraft from around the state have been assigned specific missions involving tracking down Emergency Location Transmitters (ELTs) and mission simulating disaster relief scenarios including aerial photography of critical infrastructure. Both aircraft and ground search teams will participate in the exercise.

The glider, along with a second aircraft, was delivered by truck to Danville Regional Airport , April 11, and a team from the Middle East Region completed assembly to prior a FAA-approved, pre-flight inspection.

Col. Crawford noted that several NC will members received flight and ground-handling training at Danville, in preparation for moving the aircraft to Louisburg. The second glider is destined for a base in West Virginia.

“With four operational gliders in the Middle East Region, we are excited about the future of our collective glider programs. We hope to see many more of our cadets getting up and soaring high across all boundaries and beyond all limits,” Col Ragland said. “Glider are already based in VA and SC,” he said.

Col. Crawford will be on hand to formally accept delivery of the glider on NC soil. “We anticipate considerable interest in glider operations from our senior members and our wing cadets,” he said. (Maj. Don Penven contributed to this article)



Col. Larry J. Ragland presents Col David E. Crawford the logs for the glider. Photo by Lt. Col. Gene Jackson, Middle East Region Glider Coordinator

Asheville Squadron comes home again

By Capt. Clint Parker

Four years ago the Asheville Composite Squadron of Civil Air Patrol (CAP) in Western North Carolina lost their home of 25-years at the Asheville Regional airport. Now, after years of pillar-to-post meetings, they're back at the airport and have dedicated their new facility, naming it for a World War II pilot who was in attendance at the ceremony and was surprised that the new meeting center had received his name.

Located at the Asheville Regional Airport more than two decades, the squadron had raised the funds to purchase their first building and was allowed to erect the all-steel building on airport property. The metal building was purchased in 1980, construction began in 1988 and was completed in 1989. For almost 20 years, what came to be named the Lacy Griffin Building, for a Western North Carolina aviation pioneer, was home to the squadron where training, meetings and missions were conducted for the mountainous area of the western part of the state, where awards, plaques and offices made the building look and feel like home.

The location at the airport help grow the squadron into one of the largest in the Tarheel state, with more than 130 members, and attracted both seniors and cadets with all the sights, sounds and smells associated with an organization that has aerospace education as one of its three main missions.

However, in 2008, the airport authority started making indications that the building might be taken away from the squadron due to a Federal Aviation Administration regulation, that said for the airport to be eligible for stimulus funds, that all occupied building must be revenue-generating. In 2009, the squadron vacated the building for a flight school and started the process of looking for a new home to holding meetings.

While several sights were used over the years absent from the airport, the squadron eventually found a friend in the North Carolina National Guard and used their facilities in Asheville. While the guard members were a gracious host and went out of their way to accommodate the squadron, it just wasn't the same without a place to call their own.

The airport did give the squadron a small office trailer to have as a headquarters where paper work and small air crew briefings before flying and missions could be conducted. The new tenants in the squadron's old building allowed the squadron use of the building for training and actual missions, but it wasn't the same, with no place to "hang their hats" so to speak to make it home.

Efforts to find a home back at the airport were always being looked for, and, in 2012, a little used space that was part of an aircraft hangar was rented to the squadron along with hanger space for the Cessna 172 and 182 G-1000 assigned to the squadron. The space still under renovation will be opened as a 1,250 square foot training/operation center, meeting and recruitment facility and as the squadron continues to grow and the building is expandable to 2,000 square feet.

"It's extremely important for us to be at the airport," said Lt. Col. Joseph Weinflash, the squadron's commanding officer. "CAP needs to be where the aircraft are!"

On Thursday, April 11th, 2013, the squadron held an event for their new facility with about 100 in attendance including Lt. Col. Robert E. Augur (Ret), 91. A veteran of World War II, Augur had been a pilot and instructor for the B-17 Flying Fortress, B-24 Liberator and pilot of a B-29 Superfortress. Little did he know that the new CAP facility was about to bear his name.

With a short ceremony a sheet covering the new name of the facility was uncovered revealing "The Lt. Col. Robert E. Augur Center" which delighted the veteran and supporter of the Asheville Composite Squadron.

A native of Massachusetts, Augur inlisted into the Army Air Corp in September 1940. He was selected as an aviation cadet and ended up as a B-24 instructor at Biggs Army Airfield in El Paso, Texas. He also instructed in the B-17 and transitioned to the B-29. In April of 1945 he bailed out of a B-29 during a training mission. He was on his way to the Pacific with a B-29 crew when the war ended.

Augur was discharged out of the Air Corp after the war, but was recalled into the new US Air Force at the beginning of the Korean War as a B-29 instructor at McDill Air Force Base. He was medically grounded not long after that due to continued problems from a knee injury sustained in the bail out. He continued his military career as a personnel officer and retired in 1967.

Some interesting notes about his military career is while as an enlisted man at an air base in Maine he met Gen. Hap Arnold. Also, as a personnel officer he spent many years as a general's aide. That general, General Walter B. Putnam, became the commander of CAP after he retired. Augur moved his family to Asheville, North Carolina because that was of their favorite vacation spot while he was in the Air Force.

On hand at the ceremony was a local television station to cover the event and interview Augur. "It's the best life you could have," Augur told the reporter, speaking about his military career. "Where you can stand up in front of the mirror and say "I'm damn proud of what I did!"

Commander Weinflash thought it fitting to honor a man who served his country as part of what's come to be known as the greatest generation and who has been supportive of this squadron, both financially and as an inspirational role model," said Captain Clint Parker, Public Affairs Office for Asheville Squadron about the honor given to Lt. Col. Augur (Ret.).



Lt Col Robert Augur (Ret) learns of the naming of the Asheville Civil Air Patrol facility for the first time.



Asheville Civil Air Patrol Commander Lt Col Joe Weinflash presents a plaque commemorating the event to Lt Col Robert Augur (Ret).



Milestones for Two NC Wing Pilots

2 NC Wing pilots achieved aviation milestones during the week of 28 April. Col David Crawford, NC Wing Commander, completed his FAA Instrument Rating on April 30th and Capt Rich Laviano, Raleigh-Wake Composite Commander (NC-048) completed his FAA Commercial Pilot Rating on April 28th.

They had trained at Blueline Aviation LLC, a new flight school in Raleigh run by a former NC Wing Cadet.

Both pilots took their check rides with the same FAA Designated Pilot Examiner, Zenda Liess and flew their check rides out of Burlington-Alamance Regional Airport which is the home of the HQ of the North Carolina Wing.

Capt Shawn McComas, Wing Director of Operations said "both pilots worked very steadily to accomplish these goals and to become better, more proficient pilots. We should all take heed to set goals to be better, safer and more skilled pilots both for ourselves and those we fly with." As a result of completion of his IFR Rating, Crawford also completed the Advanced Phase of the FAA WINGS Safety Program.

Capt Laviano and FAA
Designated Pilot Examiner
Zenda Liess (photo by
Blueline Aviation LLC)



Col Crawford and FAA
Designated Pilot Examiner
Zenda Liess (photo by
Blueline Aviation LLC)

Group 2 Professional Development Weekend Draws NC and SC Participants

The Raleigh Wake Composite Squadron was well represented this past weekend at the North Carolina Wing Headquarters in Burlington, North Carolina for Professional Development Weekend. Group 2 sponsored the event, which was attended by many squadrons from North Carolina, and even from South Carolina.

Two officers from Raleigh Wake Squadron provided their expertise to the Squadron Leadership School (SLS). Major Peter A. Bohler, Sr. from Raleigh Wake Squadron led the SLS program, provided media assistance and lectured on responsibility of Staff officers, Captain David R. Gilchrist also lectured the group on leadership, creative thinking and problem solving during the weekend-long course. SLS is a required course for completion of Level 2 training, and necessary for promotion above Lieutenant.

SLS provides instruction on officership, squadron functions, Leadership, staff specialties, finance, communication and creative thinking and problem solving. Mastery of these skills is necessary for officers wishing to achieve additional command responsibilities. SLS was attended by 1st.Lts. Andrew Vlack and Bryan Weil and 2nd.Lts. Brian Flynn, Matthew Wingfield and Terri Richards.

The second course attended by members of the squadron was Corporate Learning Course (CLC). CLC is a required element of Level 3 training and required for promotion above the rank of Captain. This class focuses on core values, CAP/USAF relations, management principles, mentoring, best practices, teamwork and group development and planning and decision making. Capts. Richard Laviano and David Gilchrist attended this class.

Both classes were honored to hear from Brigadier General Blake Williams, USA retired, former Deputy Commanding General, First Army Division. General Williams lectured on the core principles of leadership and provided many examples from his years of active duty to illustrate principles of leadership.

Bryan S. Weil, 1st.L t., CAP
Assistant PAO MER-NC-048



Capt. David Gilcrest



Maj. Pete Bohler



Brig. Gen. Blake Williams,
USA Retired

Historically Speaking

By: Lt.Col. Philip Saleet

NC Wing Historian

This months article is from the following Civil Air patrol Regulation:


CAPR 11-1 Dated 27 October 1955

Administrative Practices

Acquisition and Resale of PA-18 Aircraft

I think that you will find this an interesting read from our early past. This regulation covers the purchase and sale of PA-18 Aircraft. An interesting piece of history is that the aircraft must have been registered with the CAA among other items of interest. I hope you will enjoy this trip to the past.

Until next month SEMPER VIGILANS!

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| CAP REGULATION) | | 11-1 | |
| NUMBER 11-1) | | 1-2 | |
|  | | NATIONAL HEADQUARTERS | |
| | | CIVIL AIR PATROL | |
| | | Auxiliary of the United States Air Force Bolling Air Force Base, Washington 25, D. C. | |
| | | 27 October 1955 | |
| ADMINISTRATIVE PRACTICES | | | |
| Acquisition and Resale of PA-18 Aircraft | | | |
| | | Paragraph | |
| Purpose | | 1 | |
| General | | 2 | |
| Policy | | 3 | |

1. Purpose. These instructions establish policy and prescribe procedures relative to the acquisition and resale of PA-18 aircraft initially purchased prior to 1 September 1955 by the Civil Air Patrol and financed by CAP members, and to the aircraft purchased on and after 1 September 1955 by Civil Air Patrol units.

2. General. The Air Force has made available to Civil Air Patrol a quantity of PA-18 aircraft at the value of the retained USAF equity in the aircraft. Approval for the sale of these aircraft has been conditioned upon the following mandatory requirements:

- a. For all PA-18 aircraft purchased prior to 1 September 1955:
 - (1) The aircraft be registered with CAA in the name of the Civil Air Patrol unit purchasing the aircraft.
 - (2) The transfer of title of the aircraft to organizations, individuals, including Civil Air Patrol members, is not authorized until one year after the original sale of the aircraft.
- b. For all PA-18 aircraft purchased on and after 1 September 1955:
 - (1) The aircraft must be registered with CAA in the name of a Civil Air Patrol unit.
 - (2) Title to the aircraft shall not be transferred by the CAP unit for a period of one year from the date upon which unit acquires title.

*This regulation supersedes CAP Regulation 11-1, 22 March 1955.

TODAY AND TOMORROW
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- (3) If title to the aircraft is transferred after the one-year period, it must be transferred to another Civil Air Patrol unit, except as noted in paragraph (5) below, and at no higher price than that originally paid, plus a reasonable reimbursement for extensive costly major repairs. This reimbursement is to be determined jointly by the CAP units concerned.
- (4) If the aircraft becomes uneconomical to maintain, approval may be obtained for transfer of title to other than CAP units; however, each such request will be fully justified and be based upon a complete technical inspection by Air Force CAP liaison personnel.
- (5) Part C, Bill of Sale, Form ACA-500 shall contain the statement: "This aircraft cannot be resold except to another bona-fide CAP activity without the approval of Headquarters CAP - USAF, Bolling Air Force Base."

3. Policy. The following policy is established with respect to the acquisition and resale of PA-18 aircraft:

a. For all PA-18 aircraft purchased prior to 1 September 1955:

- (1) Prior to the purchase of an aircraft, an agreement in writing, prepared with the assistance of the unit Legal Officer or, in the absence of such an officer, the Wing Legal Officer or the Legal Officer of any other unit subordinate to the Wing, shall be made between the CAP unit commander and the person or persons who are to furnish the money for the purchase of the aircraft. This agreement shall provide that:
 - (a) The aircraft shall be purchased in the name of Civil Air Patrol and the CAP unit.
 - (b) Legal title to the aircraft will be vested in Civil Air Patrol and the CAP unit for a period of at least one (1) year after such purchase.
 - (c) The CAP unit in which the title to the aircraft is taken shall have the right to use the aircraft during the period, not less than one (1) year, in which the title is so vested, provided that such title and right of beneficial use may be transferred during such period to any other CAP unit upon agreement between the commander of the CAP wing to which such unit

is assigned and the person or persons who furnished the money to purchase the aircraft.

- (d) At any time after the expiration of one (1) year after the purchase of the aircraft, this headquarters will, upon application by the person or persons who furnished the money to purchase the aircraft, transfer or approve the transfer of the title to the aircraft to such person or persons or to such person, persons, partnership or corporation as such person or persons may designate. The application shall be processed through the CAP unit commander and the commander of the Wing to which such unit is assigned.
 - (e) In the event that the aircraft is damaged beyond economical repair during the period of one (1) year after purchase, or while title to the aircraft is vested in a CAP unit, it shall not be sold for salvage or otherwise disposed of until permission for and approval of such sale or other disposition is obtained from this headquarters by the commander of the CAP unit in which title to such aircraft is then vested.
- (2) In addition to the above-required provisions, the agreement should also contain appropriate provisions with reference to responsibility for damage to the aircraft while legal title is in Civil Air Patrol and the CAP unit and as to responsibility for maintenance and repair, insurance, etc., provided that no part of such responsibility shall be imposed upon Civil Air Patrol, that is, the national organization. Provision should also be made for procedure to dispose of the aircraft in the event that it is damaged beyond economical repair during such period, and, if it is to be disposed of as salvage, who should determine the adequacy of the sale price, the terms and conditions of sale, and the disposition of the proceeds of sale. Provision may also be made, at the option of the CAP unit commander and the person or persons who furnish the money to purchase the aircraft, that, when an application is filed with the CAP unit commander by such person or persons to transfer the title to the aircraft, after the expiration of one (1) year after the purchase thereof, the CAP unit then holding title to the aircraft shall have a period of thirty (30) days after the filing of the application with the unit commander within which to retain title to the aircraft by reimbursing the person or persons who furnished the money for the cost of the aircraft at the time of the initial purchase, without interest or with interest at an agreed rate. Enumeration of these suggested provisions should not be construed in any manner to prohibit the inclusion of any additional provisions which may be deemed desirable or necessary, provided that the first five (5) basic principles set forth in the preceding subparagraph 3a(1)(a) are included in the agreement and that no

other provisions are made in conflict therewith.

- (3) Immediately upon execution of an agreement, as required in paragraphs 3a(1) and 3a(2), above, one (1) executed (signed) copy thereof shall be transmitted to this headquarters, Attention: DCS/Materiel. An executed copy of any subsequent transfer of title to the aircraft from one CAP unit to another shall likewise be transmitted to this headquarters immediately upon execution.
- b. For all PA-18 aircraft purchased on and after 1 September 1955:
- (1) Title to and right of beneficial use of such aircraft shall be obtained by and vested only in a CAP unit, unless upon inspection and certification by an AF-CAP Liaison Officer, the aircraft becomes uneconomical to maintain.
 - (2) Upon inspection and certification by an AF-CAP Liaison Officer that an aircraft has become uneconomical to maintain, title to such aircraft may be transferred to any person or persons, including a CAP member, partnership, association or corporation upon terms and conditions approved by this headquarters. In general, such terms and conditions must be the most favorable to the Civil Air Patrol unit obtainable under the circumstances, taking into consideration the condition and location of the aircraft at the time of disposal.
 - (3) Title to such aircraft may be transferred at any time, with the approval of this headquarters, from the CAP unit in which such title was vested to any other CAP unit.
 - (4) No agreement shall be made by a CAP unit or any officer thereof at any time with respect to such aircraft which shall entitle any person or persons, including CAP members, partnership, association, or corporation to secure any right, title, interest in or beneficial use of such aircraft either at the time title to such aircraft is vested in the CAP unit or at any time thereafter.

BY DIRECTION OF THE NATIONAL COMMANDER:

OFFICIAL:



G. D. BARRETT
LTCOL, USAF
Adjutant

DRAPER F. HENRY
Colonel, USAF
Deputy Commander



DISTRIBUTION

Carolina WingTips

Group 5 will hold a CLC on 18-19 May. This course is for Group 5 Senior Members, but is open to anyone who wishes to participate. Credit received by either attending or instructing CLC is needed to progress through the CAP Professional Development Program. We are looking for students and instructors at this time. We also welcome any assistance Wing or Group staff members can lend. Please send a CAPF 17 to adam.b.boyd@gmail.com to register.

Group 5 CLC, 18-19 May, Fayetteville Regional Airport, UOD: Long/Short Sleeve Blues or CAP Aviator Shirt Uniform.

ADAM B. BOYD, Maj, CAP

Professional Development Officer

Group 5, NC Wing

Attention Aircrews

We have recently been audited by CAP-USAF when it comes to our training flights. Crews are not completing a CAPF104 to its entirety. Attached is an example of all of the areas that need to be completed on the CAPF104. Moving forward on the funded ES training mission reimbursement will not be approved unless the CAPF104 is completed to its entirety. This will require each section to be completed in addition to the weight and balance and ORM being uploaded to the 104. If you have any questions please feel free to let me know.

Chris Bailey, Major CAP

Director of Emergency Services, MER-NC-001

Successful Region/Delaware Wing Conference

I want to just take a moment to congratulate the Delaware Wing on a very successful conference this past weekend. MER was very fortunate to have such a great event to be co-hosting for our Annual Region Conference. A hearty congratulations also goes out to all the award recipients who received well deserved recognition.

Col Bernfeld and Col Moseley are to be commended for bringing all the planning and hard work of so many together, and having the flexibility to make it all work as it needed to happen. The conference was truly a success in every way, and I felt all who attended got a lot out of this year's effort.

See all of you at the VAWG conference coming up in May.

Middle East Region is the BEST.

Larry J. Ragland, Col, CAP MER/CC

MER_CC@MER.CAP.GOV



Burlington Comp. Sq. (MER-NC-022) Group 2 Model Rocketry Weekend a Great Success

On April 20th-21st, 16 Cadets and 12 Senior Members attended the Group Two Model Rocketry Weekend. Throughout the weekend cadets were tested on the Model Rocketry Program. After completing the tests for each phase, they were granted permission to build the rockets that pertain to that specific phase.

During the course of the weekend, the cadets built and launched everything from Alka-Seltzer rockets to two-stage rockets.

Every time a rocket was launched, the crowd fell silent to watch the ascent, and enthusiastically waited for the parachute to open. When asked what his favorite part of the weekend was, C/MSGT Cody Simpson replied, "I personally really enjoyed building, and then launching my two stage rocket!"

Overall 16 cadets tested and all passed. Most of the cadets passed with a grade of 100%. All of the cadets who tested were given authorization to wear the CAP rocket Badges.

The staff of the event would like to all who attended, and helped make this weekend a great success!

Aiden Maxfield C/MSGT

Public Affairs

MER-NC-022

Burlington Composite Squadron



Cadets work hard to finish their single stage rockets in time for the launching session.



Cadet C/SMSGT Rezin Practices using the Estes Altitrak to find the apogee of the rocket.

CAP Represented In NC Azalea Festival Parade

A total of 11 cadets and five senior members participated in the 66th Annual North Carolina Azalea Festival Parade in Wilmington on Saturday, 13 April. Marching in the parade were six cadets from the Brunswick County Composite Squadron (NC-170) and five cadets representing the Cape Fear Composite Squadron (NC-023). The NC-023 CAP van, carrying senior members from both squadrons, followed behind the marching cadets along the parade route through downtown Wilmington.

The North Carolina Azalea Festival Parade, which ran from 0900 to noon on Saturday, is a highlight of the very popular Festival, which spans five days and features street fairs, live musical entertainment and concert series, garden club and home tours, art shows, coin show, circus and fireworks. The NC Azalea Festival Parade, viewed by more than 20,000 people this year under fair skies, provided excellent exposure for the Civil Air Patrol and meaningful experience for the cadets and senior members participating.

William J. Sullivan, Capt, CAP

Photo provided by DeeDee Willetts, Senior Member, CAP

Public Affairs Officer

Professional Development Officer

MER-NC-170

MER-NC-170



Carolina WingTips *continued*

Middle East Region Awards for NC Wing

At the just completed MER Conference in Dover, Delaware, I had the privilege of accepting 2 awards on behalf of NC Wing. The Col Deon DeCamp Ground Team of the Year Award was presented to the Burlington Composite Squadron. The Property Manager of the Year was presented to Maj Jason Bailey (Group 2 CC). Additionally C/Lt Col Josiah Gourley was named as the 2012 MER Cadet of the Year. His mentor, Major Eric Orgain received the CAP-USAF MELR Torch Award as well.

I saw several NC members at the conference. I would like to join Col Ragland in congratulating the Delaware Wing for hosting an outstanding conference.

DAVID E CRAWFORD, Colonel, CAP

Commander, North Carolina Wing

<http://www.ncwgcap.org>

Group 5 Personal Development Program

There is still time to sign up for the CLC being held at the Fayetteville Regional Airport on 18-19 May. This course is open to all eligible CAP members. CLC is required for Level 3 and will prepare you for increased responsibility within our organization. So far we have students from Wilmington to Winston-Salem. To join us, all you need to do is submit a CAPF 17 to adam.b.boyd@gmail.com. Enrollments will end on 5 May.

If you have not received an email specifically for students, then you are not enrolled.

ADAM BOYD, Maj, CAP

Professional Development Officer

Group 5, NC Wing

Advanced Speech Competition Winners Are...

Congratulations to C/Amn Razi Lane, from Elizabeth City (NC-805) who took first place in the Advanced Speech event and his brother C/Amn Riaz Lane who took first place in the Basic Speech event. I had the opportunity to see these outstanding cadets in action while I was visiting the Elizabeth City Squadron and had no doubt that they would do well at the Speak-Off.

Good Job Cadets Lane!

DAVID E CRAWFORD, Colonel, CAP

Commander, North Carolina Wing



The Orange County Composite Squadron at the Morehead Planetarium.

Gregory Ernandes, 1st Lt, MER-NC-150, CDC, SLO, Asst PAO vikings@mebtel.net

Photo(s) by 1st Lt. Ingrid Harm-Ernandes, MER-NC-150

CHAPEL HILL, NC – On April 5, 2013, members of the Orange County Composite Squadron (MER-NC-150) took a trip to the Morehead Planetarium on the University of North Carolina Campus.

The first show (The Wildest Weather in the Solar System) was under the dome and was about the extreme weather conditions of other Planets and their Moons in this Solar System—major dust devils in Mars, super bolts of lightning in Jupiter, and diamond rain on Neptune. They taught the criteria for a 'true' planet vs. 'planetoids', like Pluto. Also included was a short lecture about the constellations in our solar system.

The Morehead Planetarium was the NASA training site for celestial navigation from 1959-1975. During that time, planetarium staff trained 62 astronauts, including those from Apollo 11. Besides being crucial for the survival of the Apollo 13 crew, this training was critical to the success of Mercury-Atlas 9 and Apollo 12. In fact, astronauts used celestial navigation during every Apollo mission to re-align the craft's guidance system, which had a tendency to drift. More information can be found in the "To the Moon, from Chapel Hill" article in "Our State" magazine on this subject at: <http://www.ourstate.com/morehead-planetarium/>. Those of us who have visited the planetarium might notice the absence of the "Zeiss Machine" -- the device formerly used to project the stars on the ceiling of the dome. The Zeiss has been replaced by, of course, a computerized projection system (http://www.youtube.com/watch?v=f2Ww70b_EmY).

The second show was actually a private activity set up just for our squadron - "The Magnificent Matter". Kent, our instructor, is a senior at UNC-CH. He entertained and informed us regarding the states of matter and the various properties and behavior of the different states of matter using judicious amounts of liquid Nitrogen, water, balloons, and even an empty coke can. We also learned about the salts that are contained in fireworks and when burned, give off different colors. This is due to the electrons in the atoms jumping to different energy levels and then falling back, releasing energy as light.

Squadron website: <http://sites.google.com/site/orangecountycap/>

facebook page : <https://www.facebook.com/orangecountycap>

Abigail Ham, C/A1C, MER-NC-150, C/PAO assisted with this event.



NC Wing Member Reports, Then Finds ELT

While passing by Concord Mills Mall on the way home from work at 5:45 pm today, Maj John May heard an ELT on 121.5 just north of the mall at the Concord Regional Airport. Alerting the AFRCC to the signal, the AFRCC confirmed they had airborne reports via ATC of an ELT in the area as well. With Maj James Emerson (NC-121) joining to form a UDF team, the ELT was located in a Cessna 182 on the north ramp of the airport. Consent was obtained from a pilot that flies the aircraft on a regular basis to enter the aircraft. A wet ELT was discovered with the switch in the “armed” position. The most likely culprit was two days of rain in the Charlotte area with a leak in the aircraft.

The ELT was turned off by disconnecting the battery at 6:45 pm and the AFRCC was notified. They confirmed shortly afterwards of no additional airborne reports. Col David Crawford supervised the mission as the Incident Commander. Finding the ELT during daylight hours most likely saved a late night call to get people out of bed to go look for it.

The North Carolina Wing will be credited with a “non-distressed” find.

John May, Maj, CAP

Operations Officer, Charlotte Senior Squadron NC-121



Asheville Pilot Receives FAA Wright Bros. Master Pilot Award

By Capt. Clint Parker, Asheville PAO

Lt. Col. Ray Davis received the Federal Aviation Administration's (FAA) Wright Brothers Master Pilot Award for conducting 50 or more consecutive years of safe flight operations. The award was given to Davis by a FAA official at the Thursday, April 25th, 7 pm meeting of the Asheville Squadron of the CAP at the Lacy Griffin Building at the Asheville Regional Airport.

“This award is being issued to recognize local pilots who have exhibited professionalism, skill, and aviation expertise for at least 50 years as active pilots. The Wright Brothers MPA consolidates these local awards into one national program.”

Davis to be eligible for the Wright Brothers Master Pilot Award had to meet the follow criteria:

1) Have 50 years of U.S. piloting experience. The effective start date for the award is the date of the applicant's first solo flight or military equivalent. A current flight review or medical certificate is not required at the time of nomination.

2) Have held a U.S. Civil Aviation Authority (CAA) or FAA pilot certificate with:

50 or more years of civil flying experience, or 50 or more years of civil and military flying experience, of which up to 20 years may be U.S. military experience.

3) Have been a U.S. citizen, or permanent resident, during the 50 years of US piloting experience; however, consideration for exceptions may be given on a case-by-case basis.

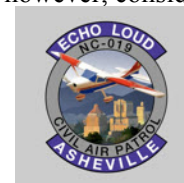
Revocation of any airman certificate will disqualify a nominee for this award.

Prior accident history will be reviewed and considered on a case-by-case basis.

Prior enforcement actions (excluding revocation) are not necessarily disqualifying, but will be reviewed on a case-by-case basis.

The award may be presented to a nominee up to 2 years posthumously if the nominee has acquired 50 years of U.S. piloting experience prior to passing away.”

In addition to being a CAP pilot, Davis is also Operations Officer for the Asheville CAP Squadron, Mission Pilot/Flight Instructor/Check Pilot/Check Pilot Examiner and FAA FFAST representative for CAP in Western North Carolina.



South Charlotte holds NCO Leadership Training

Written by: C/Capt Jonathan Knapp

On April 20th, 2013, South Charlotte Cadet Squadron held it's first NCO Leadership Training Day. Cadet began to arrive at the training facility as early as 0745 to begin the training day. Training included leading uniform inspections, leading drill and ceremonies, leadership concepts, mentoring and coaching techniques, cadet protection training, and many other useful tips for successful cadet NCO leadership. The course was instructed by senior members and senior cadets of the unit including Maj Paul Twiddy, Captain Bob McGill, 2d Lt Adrian Carnes, C/Capt Jonathan Knapp, C/2d Lt Andrew Knapp, and C/CMSgt Tanner Haskell. Some of the more experienced students were also given classes to teach.

On a whole, cadets who attended said that the training day was very informative and will help them now and into the future as the lead cadets. Attached are some pictures of the days activities.



NC Wing Member Wins Region Legislative Officer of the Year Award... Submitted by Col. Roy Douglass, MER Chief of Staff

Lt Col Paul Meade, a member of NC Wing, was the recipient of the Middle East Region George Texido Legislative Officer of the Year Award for his outstanding duty performance as the NC Wing Government Relations Adviser from January 2011 to August 2012, and as the Legislative Squadron Commander from January 2009 thru August 2012. He received the Texido Award at the MER/DE Wing conference on 20 April 2013, and currently serves as the Middle East Region Government Relations Adviser. So far as it is known, this is the first Texido Award received by an NC Wing member.

Group Two (MER-NC-002) Ground Team Leader Training Weekend

The weekend of March 22nd – 24th 2013 saw 6 Ground Team Leader trainees progress through a number of exercises created to help them hone their leadership abilities and give them real world experience in a controlled environment. It wasn't just leaders working to advance their training though, the weekend also gave 26 Ground Team Members consisting of both cadets and senior members the ability to participate in 3 sorties and many classes including map reading, search techniques, and survival.

Search and Rescue skills are an integral part of the emergency services missions in CAP. Ground Team Leaders are an essential part of every ground team, but it's not just sitting back and handing out orders. Team leaders must first work their way through the ground team member training only then to become a GTL trainee. Weekends such as these give GTL trainees the ability to work with a safety net of sorts all while learning the ropes. Members are given a variety of training missions, from missing persons to urban direction finding. Friday evening and Saturday morning were devoted to classroom work, covering topics such as advanced map reading, UTM to lat long conversion, pace counting, and the mission from a legal standpoint. Saturday afternoon saw the beginning of the exercises with a UDF search on the airfield at Burlington Airport. Ground teams were sent out to locate a practice beacon that was placed in a CAP aircraft parked on the field. This scenario was replayed for the teams twice in the afternoon. Sunday saw the training operations moved to Eno River State park where teams participated in an ELT search with a missing person in less than enjoyable weather.

There is one other aspect that can easily be overlooked during a training of this size, that of the teachers. Those men and women who devoted a weekend of their time to come out and put on their teaching hats were once the students. It is a circle of education that will most certainly repeat itself again and again with each member paying it forward to help the next person who is willing to learn.

The planning team would like to thank all those that participated in the weekend from the staff to the students; it was all made possible because of you.

Tony Bradley, 2d Lt, CAP

Public Affairs Officer, MER-NC-002

NC Wing Group Two

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Photos on the next page...

Group 2 Ground Team Leader Training



Ground Teams study maps and conversions before heading out into the field.



Capt. Staples is instructed on the use of the tracker



Teams searching for an ELT.



1st Lt. Conroy leads his ground team on an ELT

Photos By 1st Lt. Tony Bradley



Capt. Donahue works with his team members to prepare for a search