



WINGTIPS

Lt. Col. Patricia Brower, Wing PAO



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COMMANDER'S CORNER

By John J. Varljen, Col., CAP
Arizona Wing Commander

Admiral Thomas Moorer, former Chief on Navel Operation, once said, "Personal responsibility begins with integrity, which is simply another word for personal honesty. Without integrity all other qualities of your personality do not amount to much. We hear a great deal today about what people are against, but only a few ever stand up and tell us what they are for"

As members of the Auxiliary of the United States Air Force, we are held to a higher standard. Our actions reflect back to our parent service. We have to avoid situations that can result in negative reflections. We have set a high standard for our cadet cadre and we, as senior members, have to hold ourselves to the same standard. The cadets learn from our actions and, as our future leaders, we hope we taught them well.

Recent "News of the Force" articles have described negative situations in Civil Air Patrol Wings around the country. People of questionable integrity who are former members of CAP and are trying to justify their shortcomings authored most of these articles. Most of the situations described in these articles occurred years ago and have been thoroughly investigated and resolved. For this reason, I will not respond to any of these articles or accusations.

General Ronald Fogleman wrote, "Breaches of integrity can occur for a number of reasons, such as the fear of failure, embarrassment, arrogance, or just plain laziness".

CAPT. JEROME LOBEL

It is with great sadness that our Wing has lost Jerome (Jerry) Lobel, Squadron 302, Deer Valley . He was giving his time to do a service for the Civil Air Patrol, and for the Arizona Wing. Jerry was part of a team returning the CAP balloon to Illinois, when their vehicle went off the paved surface of Missouri's I-44 and rolled over. Jerry was ejected from the vehicle and fatally injured. Fortunately the other two members of the team escaped serious injury.

Jerry was a computer security analyst and a founder of Arizona's Sierra Club chapter who fought to keep two dams out of the Grand Canyon. He was instrumental in preserving the Grand Canyon as we know it today. He was a great source of information on the outdoors in Arizona and an avid hiker.



Within all of us is a varying amount of space lint and star dust, the residue from our creation.

Most are too busy to notice it, but it is stronger in some than others. It is strongest in those who fly— and is responsible for an unconscious subtle desire to slip into some wings and try for the elusive boundaries of our origin.

K. O. Eckland, Footprints on Clouds, 1976

FORMER ARIZONA CADETS SUCCESS STORIES Continued

In this issue, 2Lt. Stephen A. Olivares, will share his experiences and ambitions with the Arizona Wing and others. This account of Stephen's years in CAP was written by his mother who gave many hours of support to her son in his endeavors. Stephen's accomplishments in Civil Air Patrol and in academics shows his commitment to succeed. Stephen possesses self-discipline which allowed him to take charge of his own life. We are proud that Stephen was part of Civil Air Patrol and we are still proud of him.

2Lt. Stephen Olivares by Candi Prangle

Lt. Stephen Olivares was born and raised in Phoenix, Arizona. He became interested in Civil Air Patrol at the beginning of his freshman year in high school. After attending that first introductory meeting, Steve was very motivated to join CAP and excel as a cadet.

He started out with basic cadet training and continued on to serve in various leadership positions within the squadron. Steve was selected to serve on the Cadet Advisory Council for the Arizona Wing, one year as recorder and one year as Vice Chairman. He also served as First Sergeant and went on to become both Deputy Commander and Cadet Squadron Commander of the Paradise Valley Cadet Squadron 310, achieving the rank of Lieutenant Colonel. During that time, Steve was involved in the cadet Soaring Program, a member of the Arizona Drill Team, he attended many Wing Encampments and conferences and served as personal aide to Col. Arthur Rediske.

Lt. Olivares received numerous awards for leadership, within his squadron and the Arizona Wing. In 1995 he was selected as Honor Cadet at the Winter Encampment and at the Wing Conference in 1996, he also received a Commander's Commendation and two more commendations were to follow in 1997. He participated in the Officer Training Course at Maxwell AFB, Alabama and the State Drill Team Competition in Dallas, Texas. The team took 2nd place in the Southwest Regional Finals that year. Steve also participated as guide on, in the Scottsdale, Arizona Superbowl Parade in 1996. He worked hard to achieve the Billy Mitchell and Amelia Earhart awards, during the time that he was involved with Civil Air Patrol.

While in attendance at Arcadia High School, Steve was a member of the National Honor Society, selected to attend the Youth Leadership Conference at Embry Riddle and also attended Boys State. Steve participated and lettered in Varsity Track and Swimming and was honored with many scholastic achievement awards, including the Silver Medal Award for holding a 4.0 GPA or better all through high school. He graduated with honors, at Arcadia High School, Class of 1998.

A dream was born, during those years as a cadet in Civil Air Patrol. This young cadet's dream was to attend the Air Force Academy and become an officer in the United States Air Force. Steve always said, he "just wanted to serve his country". Arizona Senator John McCain nominated Steve as a candidate for the United States Air Force Academy in 1997. After graduation from high school and a challenging selection process, that took nearly a year of preparation and application, Steve was accepted to the academy and off to live his dream.

Lt. Olivares found that the Air Force Academy was a challenging venue, with its constant and regimented environment, challenging academics and rigorous schedule. He applied himself to task and excelled in his role as student and leader.

While at the Academy Steve was chosen to serve as First Sergeant of Squadron 36, and held many other training and leadership positions. He participated in Global Engagement, Cadet Survival Training & Ops at Randolph AFB in Texas, during his junior year. He graduated from the academy in 2002 and received a Bachelor of Science Degree in Legal Studies. He was commissioned as an officer by his Squadron Commander, prior to the graduation ceremony and his dad and his uncle, who is a Chief in the Air National Guard, pinned on his bars. He later applied for admittance to the Office of Special Investigations (OSI). He was one of ten cadets accepted to the program that year.

Lt. Olivares went on to train for his position as a Special Agent at the Federal Law Enforcement Training Center (FLETC) in Glynco, Georgia. His class was the first class of

academy cadets to train at Glynco. Steve's main duty station is in Germany, but he has now been deployed to Iraq. Steve's favorite quote is: "Freedom is not Free."



Steve Olivares during Recognition Day at the Air Force Academy. Steve was an instructor.



Steve's Air Force Academy Yearbook picture (left)



Steve's Commissioning as an officer.

More recently, Steve Olivares represents our country where he has been asked to be by his Commander in Chief.. He has not been home in over two years.

We are proud of our former Cadet.

Pictures provided by Candi Prangley



NCASE 2004 REPORT

by Lt. Col. Pete Feltz



Lt. Col. Bill Turner, Arizona Wing DAE, and Lt Col Pete Feltz, Az. Wg Asst. DAE, attended the 2004 NCASE in Atlanta GA. 23-24 March, 2004. As in previous years, Bill Turner was on Staff as a photographer and Pete Feltz was on Staff as the "Living History Video" interviewer. Bill has produced a CD of the major photos he took of attendees, guests, award winners and various functions. Anyone interested in receiving a copy of this CD contact bill at :dae@azwg.cap.gov Pete interviewed 12 persons for the Living History Videos. They include guest speakers, Crown Circle Award winners and the A. Scott Crossfield Award winners and the Frank G. Brewer Trophy recipient. Pete has produced a master VCR video of these interviews and is making it available to any Units wishing to borrow it for meeting programs. Pete can also make a copy of the tape. If interested, contact him at feltzp@cox.net.

As always the Congress was first class throughout. It was held at the Marriott Marquis in downtown Atlanta, GA. There were many exhibitors and an excellent lineup of guest speakers. Some speakers included James S. Voss an Aerospace Engineer, Navy Pilot and Astronaut; Joe F. Edwards, Jr., also an Astronaut, a US Navy Topgun Fighter pilot with the Distinguished Flying Cross. He piloted STS-89, an orbital mission to the Space Station *MIR*, delivering the last American crewmember to the Russian outpost. Dr. Kochersberger He was involved with the construction and flights of the Wright 1901 and 1902 gliders and piloted the Wright Flyer before and after the Nov 17th flight. He has a Ph.D. in mechanical engineering and is also a flight instructor with the Blue Ridge Soaring Society. Gus McLeod, an aviator, businessman and explorer who became the first person to fly to the geographic North Pole in an open cockpit 1939 P-17 Stearman in 2000. His latest adventure was toy attempt a flight around the world over the South and North poles. Though not successful, he will give it another try in 2005. Other speakers were, Dr. L Scott Miller, National Institute for Aviation Research Fellow at Wichita Sate University; Dr. Betsy Rogers, National Teacher of the Year; Dr. Charles Justz, an instructor Pilot in the Astronaut t-38 and the Shuttle Training Aircraft and Ken Blackburn who holds the Guinness Book World Record for the duration of a flight of a paper aircraft flown indoors.

All these presenters were very in testing and there were many other highlight at the Congress but limited space does not allow for all the functions. If you have never attended NCASE, next year will be extra special in Washington DC 26-28 April. There will be a trip to the new Smithsonian Air Museum

Pete Feltz, Deputy Chief of Staff, Mission Support



CONGRATULATIONS FROM USA TODAY

CAP's web site has again been selected as a USA TODAY Education Web site "Best Bet," 3/22/04 -03/29/04.

Each week the USA TODAY Education online staff selects three "Best Bets" sites they feel would be of educational value to their audience of subscribers and guest. These sites are listed on the USA TODAY Education home page for a one-week period with a brief description and a link to the site.

Fewer than 150 sites are selected each year as USA TODAY Education "Best Bet" Web sites.

ARIZONA WING RECEIVES RATING OF “EXCELLENT”

Arizona Wing receives a rating of “Excellent” for the first exercise in a Homeland Security setting. Operating out of Mission Base at Squadron 305, Falcon Field, Incident Commander Layne Slapper and Air Branch Director Ron Fett mull over the effect of the latest scenarios on available Resources.

Beginning the first day with the simulated bombing of Davis Dam and a casino in Laughlin, downstream from the dam, little extra tasks such as pursuing a white van fleeing the scene, transporting emergency blood supplies to Bullhead City airport, searching for a lost camping party in the Mojave Recreational Area, and the simulated hijacking of an explosive truck rapidly compounded the planning for the exercise.

The second day called for aerial reconnaissance of Davis Dam and the bridge a short distance down stream as well checking the downstream area as far as Parker dam and the city of Parker for damage. Again this seemingly simple task was made more complex by the need to check an airstrip photographed the day before for possible loading of explosives into an aircraft.

According to IC Rich Laherty, “The next part is a bit fuzzy” ---- “the crew observed what some would call a hang glider on steroids” – while attempting to photograph the object, “the crew was blinded by a blinding flash almost like that seen after a nuclear detonation.” Some suggestion about the flash of light being a certain bald dome reflecting against the canopy were overheard, but little credence was placed on the rumor. However, a simulated terrorist airplane was “observed” taking flight from the strip.

While the Senior Members were rushing and coping with these varying scenarios, Cadets (L-R) C/1Lt. Hill, C/Amn Oaks, C/CMsgt Elliot, were busy providing snacks for the hungry exercise participants. The proceeds are to help pay for our award winning SWR champion drill team to go to the national competition at Wright-Patterson AFB in Dayton, Ohio. While the snacks were priced a reasonable one –dollar, donations of \$20 a snack or cup of coffee were gladly accepted.

All donations from anyone who wants to help our champion drill team get to Ohio please call Capt. Cliff Owens 520-591-3565. Of Course anyone who likes to visit that area might want to do so to watch the team go through their paces.

By Lt. Col. Morris Courtright



Commander Col. Varljen, presents the Aerospace Education Achievement Award to Lt. Col. Robert Erickson (R), Counter Drug Liaison for the Wing.

Congratulations!

Airmanship in the Traffic Pattern AOPA Safety Advisor

Flying in the traffic pattern consists of maneuvering flight that includes low altitudes, slow airspeeds, and high angles of attack. Understand the aircraft's limitations, and follow the basic rules you first learned as a student pilot:

"Cheating" on a turn is not good airmanship and is hazardous. Trying to maintain a shallow bank but increase the turn rate with rudder results in crossed controls, a skid, and the potential for a low altitude spin. Base-to-final is a dangerous place.

The famous stabilized approach. The airlines insist that the crew essentially stop maneuvering 1,000 feet above the ground when landing. For lighter aircraft, we might accept 500 feet as the maneuvering "hard deck." This means the flight is on airspeed, at the right altitude, with an appropriate descent rate and aligned with the runway. Not stable on final approach? Go around!

Distractions are a major source of maneuvering mishaps. Complete the before landing checklist, with

the possible exceptions of landing flaps and prop full forward (on aircraft with a controllable pitch propeller), before turning base. Statistics show that 39 percent of fatal stall/spin accidents begin below 250 feet AGL. If interrupted, run the entire list again. It's better to take extra time than miss a critical item. Don't have time before turning final? Go around—you're not ready for landing. Start the checklist earlier next time.

"Impossible turn:" Everyone knows about the danger of attempting the impossible turn—or do they?

If you experience a complete engine failure after takeoff in a single-engine aircraft, what would you do? Would you attempt to turn back to the airport or land straight ahead? That should be decided prior to takeoff so it is an automatic process if the worst happens.

It's better not to turn unless there is plenty of maneuvering room. A good rule of thumb is to select a landing area no more than 30 degrees to either side of the nose of the aircraft. A greater turn may easily use more altitude than you have available.

TAA MEMBERS SET SPEED RECORD from the March 2004 Tucson Airport Authority Newsletter the SKYLINE

Tucson Airport Authority members Chanda Budhabhatti and **Barbara Harper** were awarded a new record, "Speed Record Over Recognized Course" from Tucson, Arizona to Laughlin Bullhead International March 16 during Women's History Month. Ms. Budhabhatti, acting as captain, and **Ms. Harper**, serving as copilot, covered 257 nautical miles in 2 hours 4 minutes and 59 seconds in a Cherokee PA28-235 airplane and received the US National Certificate of Record from the National Aeronautics Association.

In July 1998, the aviators flew from Tucson to Guaymas, Mexico and set another speed record, completing the 157.58-kilometer distance in 1 hour 47 minutes and 11 seconds in Class C1-c, Group.

A member of the Authority since 1995, Ms. Budhabhatti became the first Indian woman to receive a commercial seaplane rating this month. She also holds private, commercial instrument, and advanced ground instructor licenses. An active promoter of aviation education and safety she was instrumental in opening the Aerospace Hall at Nehru Science Center in Mumbai, India on December 17, 2003, coinciding with worldwide celebrations of the centennial of flight. She serves on the board of trustees of the Arizona Aerospace Foundation.

Ms. Harper joined the Airport Authority in 1987. A retired airline pilot, **Ms. Harper** serves as a board member of the Arizona Historical Society, Arizona Pilots Association and Aero Club of Arizona. She is also a member of the International Society of Women Airline Pilots, 99s, and a member of the selection committee of the Arizona Aviation Hall of Fame. She holds 10 FAA certificates of flying and is currently a check airman for the **Civil Air Patrol**, aerial archaeologist, and volunteer with the Aircraft Owners & Pilots' Association, AOPA.

Despite dicey weather, wind, thunder, lightning, rain and finally sun, Aviation Day at Ryan Airfield attracted a sizable crowd. Held March 13, the highlight was the Dime-a-Pound airplane rides. The Tucson Chapter of the Ninety-Nines International Organization of Women Pilots toured 103 passengers around Tucson in small airplanes, while Voyager Helicopter took 130 passengers on fun filled flights.

SAREX SUCCESS by Lt. Col. Morris Courtright, Plans and Programs

Ably led by Lt. Col. Don Timmerman, the Arizona Wing received an Excellent rating from the USAF evaluators at the SAREX held March 27-28 in Prescott with a remote base in Payson.

With 71 members and 18 aircraft participating, 55 sorties were successfully flown with some from Prescott recovering in Payson and vice versa; as well as return to the airport of departure. There were no accidents or incidents for a total of 74.9 hours flown. The sorties included transport of personnel and mission records between Incident Command Center and Remote Camp (Camp Alpha).

Continuing on Sunday, 36 personnel and 7 aircraft again successfully completed 127 sorties with no accident or incident for a total of 18.1 hours.



Lt. Col. Don Timmerman, IC



Lt. Rhoades and Cadet Bruner from Squadron 206 were on hand to help.



Lt. Col. Bob Efros and Col. Gil Day setup the network system so all Arizona Base

computers would have access to the database.



Capt. Ray Reeve explains to Maj. Dusty Fiscus how the APRS (Aircraft Position Reporting System) works.

Congratulations to all those participating in this activity, one of our most basic Congressionally mandated





GODWIN is NEW WING VICE COMMANDER

As of April 1, Lt. Col. Jerry Godwin became our new Wing Vice Commander.

Lt. Col. Godwin's CAP experience lends well to his new duties. He joined CAP in 1992, and being a good member he took all the ECI courses necessary. He was Commander of Squadron 501 for three and one half years.

Godwin attended Southwest Region Staff College and gained further momentum for leadership. He Commanded Group V for four and one half years. He then planned on a rest. He said, "Thought I would "coast" for awhile, but Col. Varljen suggested that I had "coasted" long enough (6 months) and appointed me to the position of Vice Commander of the Arizona Wing."

Godwin said, "I will give it my best effort, but glad it is only for one year." One year or not, we are sure Lt. Col. Godwin will give his all to do a good job, as he has done in his other positions.



ARIZONA WING'S NEW-EST LT. COL.

Lt. Col. Bill Betts receives his new rank from Wing Commander Col. Varljen.

Lt. Col. Bill Betts began his CAP experience with Squadron 205 in Sedona. He is a CFI pilot in gliders and a mechanic with an Inspection Authorization. He not only became Captain, but also took over as Squadron Ops. Officer. He was 205 Squadron Commander, moved up to Major and Group 2 Commander. And NOW he is a Wing Staff member and a Lt. Col. Lt. Col. Betts is currently working as the BLM program coordinator, and assists Lt. Col. Efros with HLS and DR. He is an aspiring IC, and is assisting Squadron 205 and Group 2 in establishing a fully functional ground team.

Congratulations!



**SADDLE MOUNTAIN
SQUADRON 801
PROMOTES 28 CA-
DETS**

Arizona Wing's first school project had their first promotion for their Basic Cadets. The Cadets worked very hard, and showed their enthusiasm by going to the squadron meeting early to study their CAP Leadership Module together. They practiced drilling in warm weather and never complained. Are they dedicated or what!!!!

The basic Cadets were taught under the Cadet leadership of Cadet Commander Mathew A. Triplett and Deputy Cadet Commander Karissa A. W. Triplett. The squadron commander was SM Floyd Chaffee, Deputy Commander of Cadets SM Melissa Redwine., and SM James Roberts Jr. Squadron Chaplain. Squadron 801 wishes to ask all of the Arizona Wing members to celebrate the squadron's success with them.

Cadets promoted on 23 April 2004: David Cobb, Jeremy Scotten, Adrian Gonzales, Mark Neal, Emilio Torres, Clint Richmond, Jareth Chaffee, Christopher Behrend, Jon Keilman, Laken Silovic, Seth Grandy, Patrick Wills, Aaron Torres, Johathon Teixeira, Brandon Hill, John Bianco, Kalie Redwine, Lisa Boyd, Matthew Sobarzo, Jesus Miranda, Cody Noller, Kilie Redwine, Crystall Behrend, Catherine Renaud, Amber Pearson, David Sobarzo, Jon Retzloff, and Rebekah Begay.

CONGRATULATIONS TO SADDLE MOUNTAIN SQUADRON, AND TO ALL THE STAFF, PARENTS, AND MEMBERS. A JOB WELL DONE.

Submitted by Melissa Redwine, AZ801DCC and 1Lt. Rickey A. Triplett AZWG/CAP/DDRA

Congratulations Arizona Wing Drill Team



By Maj. Frank Wheeler

SENIOR PROFESSIONAL DEVELOPMENT



SPECIALTY TRACKS

How many Specialty Tracks have you completed?

Do you know that you can study as many as you want to? The only catch is that you only can have three active at one time. After you have reached Master Rating in one course, you can take another different Track.

The Units can always use somebody who is trained in a Specialty Track even if the position in the Unit is filled. There is always a need for someone who is trained.

I believe there are seventeen different Tracks at the present time. If you need something to do, try a different Track!

The guides for all the Tracks should be available at the Unit level. A complete selection was sent the all Squadrons some time ago. If your Unit doesn't have the Specialty Track Guide that you want, it can be ordered from CAPMART.

AIR FORCE INSTITUTE OF ADVANCED DISTRIBUTED LEARNING (AFIADL)

Are you still bored? There are a multitude of courses that can be taken by CAP members from the AFIADL. They are listed in CAPP 8 and in the AFIADL catalog. The old ECI catalogs have the courses listed and there hasn't been too many changes made in the catalogs.

UP-COMING EVENTS

As always, there seems to be a lot of things going on in CAP. I hope you attended the Wing Conference. There was a lot of information available for those who have questions about how things are done. The Wing Senior Professional Development Officer (SPDO) had booklets of information on the duties of the SPDO and the Unit Testing Officer, along with the forms and guides that might be needed.

There is a Squadron Leadership School and a Corporate Learning Course being held at Embry Riddle University in Prescott on 22 & 23 May. Don't wait too long to take the course. You might find that you have time-in-grade for promotion, but lack one of the courses.

There will be a Unit Commander's Course held at Luke AFB on 26 & 27 June. In the past, the Wing CC has made the statement that if you are wanting to become a Unit Commander, you need at least one of the two different Unit Commander's Courses.

IRENE LEVERTON INDUCTED INTO ARIZONA AVIATION HALL OF FAME

The purpose of the Arizona Aviation Hall of Fame is to honor those persons whose significant contributions to aeronautics and astronautics have brought special recognition and credit to themselves and to the State of Arizona. Award recipients will be commemorated in the Arizona Aviation hall of Fame permanently housed at the Pima Air and Space Museum in Tucson.

Awards are based upon suitable candidates being identified and up to 4 may be presented annually. If no suitable candidates are found, no awards will be given. This Fifteenth Annual Induction Dinner was held on April 3, 2004 where four candidates were enshrined. One of the four persons inducted this year was Civil Air Patrol's very own, Irene Leverton, a pilot from Squadron 206 in Prescott, AZ. This event was the culmination of a lifetime of accomplishments for Irene that ended 50 years of flying to becoming an inductee in the AZ Aviation's Hall Of Fame. Not to say that this "ace" aviator is quitting after 50 years, Oh No, she can not wait to get back in the cockpit, flying is a passion to Irene.

It all started at the age 3 when Irene was taken to see an air show and never forgot the excitement she felt. When 6, she was building airplanes and flying them off the third floor of her Chicago home. By the time she was old enough she joined the Civil Air Patrol as a Cadet and furthered her thirst for flying and her dream of being a fighter pilot. As a young Cadet in 1944, Irene soloed and by the time she was eighteen, she was teaching acrobatics in a Stearman Bi-Plane on weekends.

Ms. Leverton has flown so many planes, from DC's, C46 Military Cargo, Aero Commander 680 FL, Cessna 411, De Haviland Doves, Air Ambulances and numerous others. She flew part of the Atlantic twice and the Pacific in a single engine Piper Comanche. In 1964, she won the "Women's Pylon Race" at Reno Nevada Air Races. She has set up 141 Flight Schools, flown on contract with the US Forest Services, been a Corporate Pilot flying a twin engine Bonanza, organized the original Women Airline Transport Pilots Association. She participated in the "Great Race" – London to Victoria, B.C. and placed 10th out of 65 participants. She received the "Women With Wings" Award in 1986 from the International Air and Space Museum in Ohio.

However, one of her proudest moments was being asked to take Astronauts Physicals at Lovelace Clinic in Albuquerque New Mexico. Of the 45 women asked, Irene was one of the 13 who passed. There have been several books written about the Mercury 13 and Irene Leverton has been mentioned in all and has been a guest on TV shows about the Mercury 13. When not flying, Irene is writing about aviation and has been published

numerous times in aviation magazines

An aviation career that most of us could only dream of, came to fruition for Irene Leverton on April 3, 2004 when she and four other inductees were enshrined into the Arizona Aviation Hall of Fame. It was an honor to present this great Lady Aviator at the Induction Ceremony and to share the special Tributes of all four inductees. Irene, we salute you! See you in the blue yonder Ace!

Submitted by Jacquie Gates, 1Lt CAP.

Group II Public Affairs Officer



SQUADRON 201

Maj. Angelo Pappas has stepped down from the position of Squadron Deputy Commander because of personal commitments. He will, however, accept the position of Communications Officer.

Maj. Michael Hare will be Squadron Deputy Commander.

Maj. Hare, Lt. Don Chaddock and Maj. Charles Bendixen participated in a search mission for a missing Cherokee 140 that disappeared February 16th. The wreckage of the missing aircraft was spotted later by a CAP aircraft.

Bendixen will be the Course Director for the Squadron Leadership School to be held in Prescott, May 22-23.

Lt. Dan Shearer is the Assistant Director of the SLS. All of our Senior Members who have not attended an SLS to do so. It not only gives a good overview of how squadron operations are run but attendance at the Squadron Leadership School is one of the prerequisites for promotion to Captain. To attend you will need to have a Form 17 filled out.

By Maj. Charles Bendixen
Commander, Squadron 201



ARIZONA WING SELECTED FOR REGION'S SAR AWARD

Arizona Wing is the Region's selection for the SAR award for 2003: The biennial evaluation was rated EXCELLENT.

The complex SAR/DR scenario involved a mid-air collision between a Luke AFB F-16 and a Phoenix Sky Harbor Airport based KC-135 of the Arizona Air National guard during a night air refueling mission in the described weather. The clues and details were skillfully deduced by the wing staff to locate wreckage, the pilot's ejection seat and an actual F-16 pilot posing as the downed and injured aviator. From the onset of the task, the Arizona Wing met every challenge.

Quality and quantity of SAR training during the year:

A total of 147 missions for just the above customers was supplemented with an aggressive SAR/DR training regimen that placed the Arizona Wing's aircraft utilization rate as the leader in the nation with an average of 283 hours per aircraft. One aircraft, N96928, assigned to Squadron 308 at Glendale Municipal Airport (KGEU) led the entire Civil Air Patrol fleet with 465 hours total for CY 2003!

Wing performance during actual SAR missions:

The Arizona Wing started the year with an actual SAR mission in January, searching for an aircraft carrying a very popular minister from Texas and his family. The aircraft disappeared on the snow-covered slopes of the San Francisco Peaks in northern Arizona at night. Mission 03M0053 came to a close with the Arizona Wing flying over 350 hours in rugged, mountainous terrain, hampered by snow, freezing temperatures and treacherous winds around the 12,000 foot peaks: A noble effort.

The final trial-by-fire came in September with the loss of a light aircraft near the Arizona/New Mexico border. The media interest sparked by this aircraft's loss with a representative of the South African Government aboard drove an extensively long search period during which the Arizona Wing alone flew over 450 hours using all available assigned corporate aircraft, again in otherwise inaccessible mountain terrain. Mission 03M2227 was closed with no find: The Arizona wing will continue the search during a USAF funded training exercise in March of 2004...as a matter of pride and principle.

Cooperation between the wing and federal and state and local SAR agencies:

In between the highlights of 2003, the Arizona Wing flew sorties for a wide array of very happy customers.

The level of performance and commitment to support the Air Force, its missions and Luke AFB in particular, led directly to the 1 December relocation of the Arizona Wing's headquarters onto Luke AFB with the enthusiastic support of the 56th Fighter Wing Commander, Brigadier General Phillip Breedlove.

The Arizona Wing was awarded the SAR Award. The Texas Wing received the SWR DR Award, and the Arkansas Wing received the SWR CD Award.. All

2004 Arizona Wing Conference

The 49th Arizona Wing Conference was one of the best. The setting at Embry-Riddle Aeronautical University in Prescott was the perfect place to enjoy learning. Our thanks to 1Lt. Jacquie Gates and all of those in Group II who so diligently made the arrangements and plans for the programs, seminars, and scheduling.

The Wing Conference celebrated the accomplishments of 2003 and provided information for future planning. The Conference gave the opportunity to recognize the outstanding accomplishments of the members, and to thank the members for their many volunteer hours .

Friday evening, the Hampton Inn was the perfect place to enjoy delicious appetizers, and seeing those we haven't seen for awhile or to just relax.

On Saturday, a variety of instructional material was an active part of the Seminars. The seminar material either introduced new ideas to some, or for others a review. Our own members shared their expertise, and also Beth White from National gave an excellent program on Aerospace Education.

Saturday evening, the banquet at the St. Michael hotel provided another occasion to socialize and to honor the special achievements of our members. The guest speaker was, Don Packard, M/Sgt USAF (ret.) from Congressman Renzi's District Office located in Prescott. He expressed his and Congressman Renzi's appreciation of CAP's role in Search and Rescue, in Aerospace Education, Cadet Programs and now Homeland Security. Mike Stewart, from National spoke briefly on the changing role of Civil Air Patrol in today's changing society.

The following pictures are but a few of the pictures taken at the reception, morning assembly and the evening banquet. All the pictures which I took are on a CD for Lt. Col. Efros to put on the Wing Web page.

