



# WINGTIPS

Lt. Col. Patricia Brower, Wing PAO



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May/June 2004

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## COMMANDER'S CORNER

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



"A single example of integrity makes an impression, but a leader's behavior must be consistent if he or she is to successfully shape an organization. In fact, integrity is an imperative since a single breach of integrity can leave a permanent scar. Leaders must also be consistent in their enforcement of disciplinary standards. A commander who uses discriminators such as rank or friendship to determine a response to a breach of discipline has a serious integrity problem. Nothing destroys morale quite effectively as throwing the book at a junior member for a serious infraction while allowing a senior member to get away with similar behavior. Leaders must practice what they preach and apply standards even-handedly. It is essential for discipline, for morale, and for mission accomplishment."

Gen. Ronald R. Fogelman made this quote in a paper on the Leadership-Integrity Link. It's our duty to treat our fellow CAP members equally in all situations. Example: A check pilot failing someone on a check ride for making a serious mistake and passing an old friend who made the same mistake.

## GROUP 1 HAS NEW LEGAL OFFICER

Capt. Gabriel "Jack" Chin was a cadet in the Connecticut Wing from 1978 to 1984, where he earned the Earhart Award. He rejoined CAP as a Legal Officer for the Tri County Senior Squadron in Cincinnati, Ohio, in November before transferring to the Arizona Wing. Capt. Chin is admitted to practice as an attorney before the United States Supreme Court and in several jurisdictions. He has a J.D. from the University of Michigan Law School, a masters of Law from Yale Law School and is currently a professor at the University of Arizona James E. Rogers College of Law. He resides in Tucson, AZ with his family.

You can reach him at :  
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Submitted by: Maj. Cynthia Runkel-  
CAP/GP1/CC

It is easy to make a small fortune  
in aviation

So long as you start with a  
large fortune.

## REMEMBER:

Effective 1 July 2004, all mail for the AZWG HQS will be sent to:

Arizona Wing HQ. CAP

7383 N. Litchfield RD., Suite 1175

Luke AFB, AZ 85309-1175

## **FORMER ARIZONA CADETS SUCCESS STORIES Continued**

In this issue, we are going to have the biographies of two former Arizona Wing Cadets. Since they are pictured together, I thought it would be interesting to share with you their histories and current lives. They both are First Lieutenants, unless there has been a recent change. One graduated from the Air Force Academy, the other from Northern Arizona University on an Air Force ROTC Scholarship.

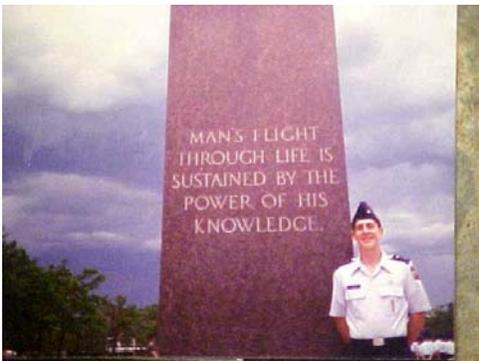
### **1LT DANIEL CRUZ**

BY Lt. Daniel Cruz

1Lt Dan Cruz graduated from Ironwood High School in Glendale in 1996. He was a member of the Deer Valley Composite Squadron 302. During the time that he was in Civil Air Patrol, he received many honors and awards, including the Amelia Earhart Award, was a member of the Cadet Advisory Council, served as Squadron Commander, and attained the rank of Cadet Major before leaving to attend the Air Force Academy Preparatory School in Colorado Springs, Colorado. In 1997 he entered and attended the Air Force Academy for four years. Cadet Cruz was involved quite extensively with the glider program in CAP and fortunately that paid off for him at the Academy, where he became a soaring instructor pilot and numerous leadership tasks.

1Lt Daniel Cruz graduated from the United States Air Force Academy with the Class of 2001 and received a Bachelor of Science Degree in General Engineering. Following the Academy, Dan attended undergraduate pilot training in Columbus, Mississippi flying the T-37 Tweet and T-38 Talon. Dan was awarded "Top Gun" in his UPT class for Formation flying in T-38's. Dan completed pilot training in 2002 and continued on to Davis Monthan AFB in Tucson, Arizona to learn how to fly the A-10.

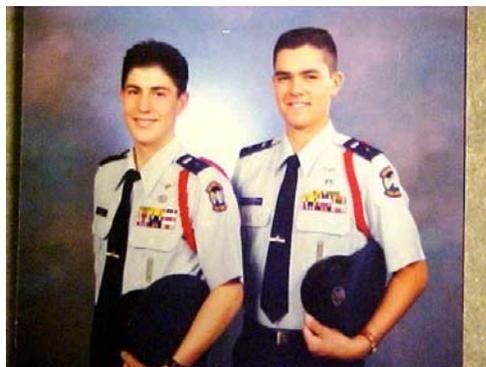
Currently, Lt. Cruz is stationed in South Korea and is flying the A-10 Warthog. He will be there for approximately 8 more months and then will return to Davis Monthan AFB in Tucson. When asked about his experiences flying the A-10 Dan said, "Flying close to the ground and getting into the action while at the same time being able to shoot the 30mm gattling gun is better than any roller coaster on the planet. I still can't believe I get paid to do this for a living."



Dan Cruz when he first visited the AF Academy



1Lt. Daniel Cruz and his favorite thing—A-10



Dan Cruz and Ian Dinesen  
Sq. 302—1994-95

## IAN M. DINESEN, 1st Lt, USAF by Lt. Ian Dinesen

Ian first entered CAP in 1993 with the Deer Valley Composite Squadron 302. It didn't take long for him to get very involved and ended up holding numerous jobs within the cadet squadron. He was an element leader, a flight commander, the color guard commander and finally the deputy commander for 302. During this time he attained the rank of Cadet Second Lieutenant and was an active member of the Cadet Advisory Council for AZ Wing, as well as a member of the 302 Ground Team.

In 1994 Ian had the opportunity to get Sky Harbor Composite Squadron 301 off the ground by taking over as the cadet commander. While at 301 he was able to boost the cadet program and also attained the rank of Cadet Lieutenant Colonel and finished Phase IV of the cadet program by 1996 when he left for college., but still managed to attend the International Air Cadet Exchange program to Switzerland.

Ian attended Northern Arizona University on an Air Force ROTC scholarship with AFROTC Detachment 027. While a ROTC cadet he was heavily involved in the Corps of Cadets. Ian held positions that included: color guard commander, supply officer, inspector general, commander of the Arnold Air Society squadron and director of training for the Arnold Air Society squadron, graduating in Aug. 2000 with a BS in Criminal Justice.

Following is a list of some of the many important things he did while in AFROTC: attended the USAFA SOAR program and soloed in a sailplane, received an incentive flight in an F-16 from the 61st Fighter Squadron, Luke AFB, AZ, attended AFROTC field training and received Distinguished Graduate honors, honored as Arnold Air Society squadron commander of the year for Area X, honored as Arnold Air Society director of training of the year for Area X, and commissioned in the Air Force, 1 Oct 2000.

Since commissioning in Oct 00, Ian has served the Air Force on active duty in several areas. Currently he is stationed at Osan AB, Republic of Korea as the OIC, Air Base Defense and the OIC, Emergency Services Team for the 51st Security Forces Squadron, 51st Fighter Wing. As the OIC, Air Base Defense Ian is responsible for the coordination, integration and employment of all base defense planning aspects for joint US and host nation defense forces. In wartime Ian would act as the S3, or combat operations officer, working second in command under the Defense Force Commander, who is responsible only to the Wing Commander for all ground defense issues. As the OIC, Emergency Services Team, he is responsible for ensuring the proper training and employment of the EST is maintained. The EST is similar to a civilian SWAT team that most police agencies train and equip. We plan for the worst and hope for the best! Ian is also currently working on his MA in Criminal Justice.

Ian has been married since 1999, and his wife and daughter McKenzie are in Korea with him. They are expecting another one in Sept. or Oct.. Ian has recently been told that his next assignment will be in Hawaii. That assignment is imminent.



Dinesen : CGO Of The Year Award



DMZ, building where Armistice was signed



**CIVIL AIR PATROL Cadets** march in the Veterans Day Parade in Flagstaff. Squadrons 201 & 205 Honor Guard participated. Pictures by Maj. Charles Bendixen.

Additional Cadets march with the Honor Guard



## **TOMB OF THE UNKNOWN SOLDIER—DO YOU KNOW HOW DEDICATED A SOLDIER CAN BE??**

1. How many steps does the guard take during his walk across the tomb of the Unknowns and why?  
21 steps. It alludes to the twenty-one gun salute, which is the highest honor given any military or foreign dignitary.

2. How long does he hesitate after his about face to begin his return walk and why?  
21 seconds for the same reason as answer number 1.

3. Why are his gloves wet?  
His gloves are moistened to prevent his losing his grip on the rifle.

4. Does he carry his rifle on the same shoulder all the time, and if not, why not?  
he carries the rifle on the shoulder away from the tomb. After his march across the path, he executes an about face, and moves the rifle to the outside shoulder.

5. How often are the guards changed?  
Guards are changed every thirty minutes, twenty-four hours a day, 365 days a year.

6. What are the physical traits of the guard limited to?  
For a person to apply for guard duty at the tomb, he must be between 5' 10" and 6' 2" tall and his waist size cannot exceed 30."

Other requirements! of the Guard:

They must commit 2 years of life to guard the tomb, live in a barracks under the tomb, and cannot drink any alcohol on or off duty for the rest of their lives. They cannot swear in public for the rest of their lives and cannot disgrace the uniform {fighting} or the tomb in any way.

After two years, the guard is given a wreath pin that is worn on their lapel signifying they served as guard of the tomb. There are only 400 presently worn.

The guard must obey these rules for the rest of their lives or give up the wreath pin.

The shoes are specially made with very thick soles to keep the heat and cold from their feet. There are metal heel plates that extend to the top of the shoe in order to make the loud click as they come to a halt. There are no wrinkles, folds or lint on the uniform. Every guard spends five hours a day getting his uniforms ready for guard duty

Guards dress for duty in front of a full-length mirror.

The first six months of duty a guard cannot talk to anyone, nor watch TV.

All off duty time is spent studying the 175 notable people laid to rest in Arlington National Cemetery. A guard must memorize who they are and where they are interred. Among the notables are: President Taft, Joe E. Lewis {the boxer} and Medal of Honor winner Audie Murphy, {the most decorated soldier of WWII} of Hollywood fame.

### **ETERNAL REST GRANT THEM O LORD, AND LET PERPETUAL LIGHT SHINE UPON THEM.**

I don't know if you saw this in the news but it really impressed me. Funny, our US Senate/House took 2 days off as they couldn't work because of the expected storm. On the ABC evening news, it was reported tonight that, because of the dangers from Hurricane Isabelle approaching Washington DC, the military members assigned the duty of guarding the Tomb of the Unknown Soldier were given permission to suspend the assignment.

They respectfully declined the offer, "No way, Sir!"

Soaked to the skin, marching in the pelting rain of a tropical storm, they said that guarding the Tomb was not just an assignment, it was the highest honor that can be afforded to a service person.

The tomb has been patrolled continuously, 24/7, since! 1930. We can be very proud of our young men and women in the service no matter where they serve. GOD BLESS THEM.

## Coping With Summer Heat

from The Sentinel June 2004

The heat can sneak up on us, especially in Arizona. Have you ever felt a little confused, sitting in the heat of a small plane sweating while waiting for release to taxi or departure? Maybe not, but as a reminder, I will mention some important facts from the Sentinel's article.

**Heat syncope** is the least serious. It can cause fainting because of improper cool-down. **Heat cramps** affect the legs and abdomen, which is usually due to sodium loss during sweating.

The remaining are much more serious: **Heat exhaustion** characterized by thirst, headache, nausea, dizziness, fever, vomiting, fatigue and impaired judgment. This would require a trip to the hospital to monitor sodium levels. **Heat stroke** is the most severe case of heat illness. Characteristics include hot, flushed skin, confusion, rapid heart beat, shallow breathing, high fever, and possibly becoming unconscious. This is a very serious emergency! CPR may be necessary. Immediately transport to an Emergency Room.

So how do you prevent heat illness? Drink plenty of fluids. Don't forget to take water in the car and airplane. Stick with water or sports drinks and avoid caffeine because of its diuretic effect. You should drink a full quart per hour, but don't ever exceed 1.5 quarts per hour. Why? Because you can bring on a condition known as hyponatremia. This condition occurs when sodium is lost through sweating and the over-hydration dilutes what sodium remains in your blood. Hyponatremia symptoms may resemble heat exhaustion or heat stroke, except that the body temperature won't rise. Hyponatremia can result in seizure, coma, and even death.

When it comes to heat illness, prevention should be stressed. Sun Safety: <http://www.sunsafety.org/>

Take care, be cool, and

be safe!!



### MAJ. CHARLES BENDIXEN ARIZONA CAP PILOT OF THE YEAR

During the 2004 AZ Wing Conference Maj. Bendixen had the honor of being named "AZ CAP Pilot of the Year." It might be of interest to Wingtip Readers to know the basis for this honor.

He had just reviewed his logbook and found his pilot time in AZ Wing CAP aircraft for calendar year 2003 to be a total of 243.7 hours, with the following hours in each category.

a. A-1, Search & Rescue	82.9
b. A-3, CN Missions	45.7
c. A-5, SAREX	7.4
d. B-12, Mission Pilot Proficiency	21.6
e. B-15, Cadet "O" Flights	33.4
f. B-18 CAPF5 & 91(check pilot)	26.3
g. B-99 (Dual for CAP Pilots)	24.7



Additionally, he logged 16.4 hours as scanner/observer during the September search. That brought his CAP air time to 260.1 hours for calendar year 2003.

Maj. Charles Bendixen



## MISSION ALERT ACCOMPLISHED

My thanks to the members of Sqdn. 206 and Lt. Dillahunty of Grp II, who responded to the call for this mission. They all did an excellent job and we managed to pull it off with a minimum of personnel and expense.

The Mission started off as a weird ELT mission and ended up with the discovery of an unreported aircraft crash. The weird part of the ELT chase was that every time the satellite passed over it threw out three locations: one just south of FLG, the second in the valley between Cottonwood and SEZ and the third just west of Granite Mountain. It looked for all the world like one going off inside a building and radiating through the windows.

Since our people here at PRC are only UDF qualified and it was already 2000 hrs local, we decided to scour the ramp areas around the maintenance hangers to see if we could pick up anything. By midnight they had pretty much eliminated any chance of it being on PRC. Because of their qualification limitation we advised AFRCC that we would close down, request additional help and start early in the morning. I then called Maj. Fett and requested a GT from Grp III for early Sunday morning.

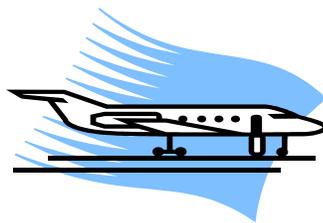
When I called AFRCC in the morning, they informed me the satellite was now only showing one location per pass and that was just about in grid 99AC. I launched the aircrew from PRC (Lt. Dillahunty, Lt. Shugars and Lt. Urban). Within 15 minutes they reported picking up the ELT signal and in another 10 minutes reported sighting a crashed aircraft on dirt strip just about 2 miles NW of Paulden. From there on it was just a matter of chasing down the owner and getting the info.

No one was injured and the mission pointed out several things that we all need to keep in mind. Even though 90% of our ELT alerts are non-distress you never know which one will be the actual thing. Another point is not to get anxious.

We were forced into a waiting situation and time resolved some of our problem. In the crash, the fuel cell in the right wing had ruptured and gas was leaking down the wing, so they placed 5 gal. buckets on the ground to catch it and then they parked large trucks around the plane to keep the wind from blowing the dripping fuel back onto the fuselage. It was all that metal around the aircraft that was causing the spurious ELT signals. Also, the pilot had tried to disable the ELT with the panel switch but, because of the draining fuel, he was reluctant to turn the Battery back on to check it with the radio. Can't blame him too much for that.

What can you say? All's well that ends well.

Lt. Col. Don Timmerman, IC



## TUCSON INTERNATIONAL AIRPORT TO BUILD NEW RUNWAY by Maj. Barbara Harper

Maj. Barbara Harper, a member of the Tucson Airport Authority and a member of the TUS Master Plan, met with the airport consultants Landrum and Brown. They outlined their plans for a new runway and other facilities to handle anticipated growth in passengers and flights over the next two decades. The new 11,000 foot runway proposed in the master plan update would be built by 2011 and located in an area south of and parallel to the existing runway. This new runway would relieve delays that are expected to occur because of the growing use of the existing runway by smaller, regional jets often used by private corporations. The runway also will help relieve congestion caused by operations of the Arizona National Guard.

## AEROSPACE MISSION GOES TO MESA MIDDLE SCHOOL By Lt. Col. Pete Feltz

### Mesa Middle School students build X15 models at an Aerospace Lab at Mesa Red Mountain High School.

In cooperation with the Mesa School District and the Commemorative Air Force, Bill Turner and Pete Feltz conducted an X15 model building lab at the Mesa Red Mountain High School on 16 June 2004. 15 students participated and a good time was had by all. This was part of a two week pilot program of a Summer Aviation Camp. Diana LeSeuer, a teacher of the Mesa Middle School, was the head of the project. The Mesa School District is hopeful this will develop into a regular summer program to promote aviation and space in the middle schools and high schools. Bill and Pete also used this opportunity to promote Civil Air Patrol and gave out information on the CAP Cadet Program and the information on the Falcon Composite Squadron. Hopefully it may result in some new members.



### 508 CADET AWARDED SCHOLARSHIP By 2Lt. Paul Cavanagh, 508 PAO

All is well down here in Yuma, and some recent developments within the 508th, continue to demonstrate high levels of dedication and devotion to duty. Congratulations to: C/A1C Tiffany Richardson; Tiffany was recently recognized for her efforts to raise funds, and volunteer services for "Amber-Lee's Place" a shelter for abused women and children. Cadet Richardson was awarded the "Violet Richardson" (no relation) financial award that includes a \$1,000.00 scholarship and \$500.00 for cadet programs--Well Done!



Also, Congratulations are in order to: Don Mitchell, for getting his Mission Pilot wings, and on his promotion to Lt. Colonel; Prior to retirement from the Marine Corps, Lt. Col. Mitchell was Commanding Officer of a Harrier squadron here at MCAS Yuma. Congratulations to: Major Vernon L. Vance for making his present rank; Major Vance is an Air Traffic controller at the Yuma Tower, and offers a wealth of knowledge to the 508. Congratulations to SM. Rick Musser, who also just achieved his Mission Pilot rating; Rick is an active duty Marine Aviator, and we thank him for his contribution to CAP. And Last but not least, the 508's Commanding Officer, Captain Ron Kinner, who recently attained his CFI rating, has just graduated his first student--and he passed!! Good job Skipper!

# PAYSON SQUADRON 209 RUMMAGE SALE BIG SUCCESS

Pictures and story by Lt. Coyladene McKean, PAO



**CADETS: D. Cluff, McElhiney,  
I. Cluff, Silvia, and Stuart**

**CADETS: M. West, H. West, S. Hill,  
and J. Stubbs**



## You need it, the cadets just might have it!

That was our slogan for the Cadet Rummage Sale for Payson Squadron 209. It worked! For two days the bargain shoppers added to the cadet's financial woes. Three families were the major contributors of items that were just stuffed away in 'out of the way' places. Most items were 25 cents to \$1.00 and there were lots of them. Coyla McKean, the organizer, jested that if we got a dollar per item we'd make loads of money. We only had two big ticket items, a twin bed for \$75.00 and a sewing machine for \$100.00. Yard Sales in Payson are always popular and it was a perfect two days. Friday we make \$729.00 from 6:30 a.m. to 10:00 a.m. That has to be some kind of record. By 4:30 p.m. Friday we had \$866.00. Saturday was slower and more fun with 4 to 7 cadets helping all day. Our total was \$1,214.76. All of us were surprised and THRILLED!!! Capt. Cambier brought photo albums of our "cadets in action" and brochures on Civil Air Patrol. We met a lot of people and got the word out about CAP. Only time will tell but I think we might get three new cadets and two new enthusiastic senior members. We could not have asked for anything better, what a GREAT success!

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1st Lt. Gail Daly of the Safford Senior Squadron, receives the Chuck Yeager Aerospace Achievement Award from her husband, Lt. Col. Mike Daly. The award presentation was made at a recent Squadron meeting.



By Maj. Frank Wheeler

## SENIOR PROFESSIONAL DEVELOPMENT



been

*As they say, time goes fast when you are having fun! It doesn't seem like I have in the Senior Professional Development Office since 1997.*

Things have changed a lot in this program as well as all the other programs as AZ Wing keeps up with and ahead of the other Wings. A name change for the program was just one of the things that changed. I believe things have changed for better usage of/and instruction for the members.

One of the things that has made the program work is all the quality personnel involved in the instruction of Level I, Cadet Protection Program Training, Squadron Leadership School, Corporate Learning Course, Unit Commander's Course and the various other special classes and programs that have been presented. The success of these programs could not have been as great as they are without the very able assistance I have received.

The other thing that has made the Senior Programs/Senior Professional Development program in the AZ Wing is the dedication of the members in the Unit positions of Senior Professional Development Officers and the Testing Officers. They have all been very cooperative and I have learned a lot with their help.

Finally, I want to thank all those who have assisted me over the years. Lt. Col. Bob Willien is a great asset as Wing Testing Officer. We have never had a problem concerning the Air Force Institute of Advanced Distributed Learning (AFIADL. Wow, the titles just keep getting longer all the time. What was the matter with the old ECI - Educational Correspondence Institute ? Lt. Col. Ruth Anne Johnson has been handling most of the SLS and CLC courses as well as Level I/CPPT.

I am resigning my position as AZ Wing Senior Professional Development Officer as of 1 July 2004. It is time for new ideas and a new direction if the AZ Wing is to remain on the top of the list!



**VERDE VALLEY— SQUADRON 205** by Lt. Jean Hurley

**Squadron 205 is back!** We have a ground team once again with eight fully qualified ground team members. We've been working very hard with training and have had two very successful squadron level SARex's with mission numbers. The team is comprised of both senior members and cadets with several more members only a few tasks away from being fully qualified as well. 205 already had its first ELT find on Saturday June 05 with a non-distress ELT in Flagstaff. Marilyn Weaver, Charlie Weaver and Chuck Murcko went off in the wee hours of the night and scored their first official ELT find. We are continuing the training to hone our skills and look forward to more missions in Northern Arizona and beyond when necessary to serve CAP.

**Squadron 205 cadets shine at encampment.** This year's encampment was sensational. Cadets and senior members involved took home memories and friends that will last a lifetime. Among those memories are the recognition that our cadets received. C/1LT Jamie Hurley was awarded this year's Honor Flight Commander and C/MSgt Jonam Russell was awarded Honor NCO for the encampment. We at squadron 205 are always thrilled when a cadet receives recognition for work well done and it's especially thrilling when it's two of our own. C/MSgt Max Weaver also gave his speech, Defending America once more for the encampment dining out the night before graduation.

**ARIZONA WING SAFETY SEMINAR** by 1Lt. Allan Pearlstein, Group III PAO

On 5 June 2004, at the Pan Am building located at Deer Valley Airport, pilots and air crew members attended the Arizona Wing Safety Clinic. The clinic was run and coordinated by Major Brian Ready, the AZ Wing Assistant Standard and Evaluation Officer. The class objective was to promote safety and awareness, and to inform pilots of sanctions by the FAA. So pilots are aware of TFR (temporary flight restriction) restrictions. Colonel Varljen is requiring all AZ Wing pilots to take the safety clinic class or else they will be grounded.

Jason White, Major USAF, discussed military airspace and flight safety over Luke AFB and Gladden/Bagdad MOA. Pilots should always be informed about air space restrictions and requirements.

Gary Presley the civilian airspace manager at Davis Monthan AFB in Tucson discussed Mid Air Collision and Avoidance. Since 9/11, aircraft are no longer permitted to fly over military bases, gunnery ranges (Barry Goldwater range in Southern AZ), nuclear power plants, dams, etc. When flying through MOA's, it is vital for pilots to follow established airways, and ask ATC for flight following. To obtain additional information, go to <http://www.dm.af.mil/MACA> for air traffic information.

Greg Smith, the Tower Assistant Manager at Phoenix Sky Harbor discussed the Class B airspace around the airport, and Capt. Bill Sanders added Class B airspace procedures, and reminded that pilots must hear the following from ATC before entering Class B Airspace: "You are cleared to enter Class Bravo airspace."

Francois Bergeon, Major CAP discussed the different classes of airspace. Class A is above 18,000 feet and pertains to military and commercial aircraft. Class B - Phoenix, a 30 mile ring in which clearance is needed to enter the airspace by ATC, Class C - Tucson, two way communication is needed to enter as well as a transponder code. Class D - Falcon Field, Deer Valley, etc, two way communication is needed to enter as well. Class E - no control tower is present, and Class G - general or airspace not in any other category.

Lt. Col. Ed Daror, AZ Wing Safety Director, discussed General Flight Safety. Most accidents occur with pilots who have accrued 1000 or more hours of flying time, as these pilots become complacent. Pilots need to fly within their own limits, and need to be in good physical condition before each flight. The PIC (pilot in command) is the one ultimately responsible for the airworthiness of the aircraft and the safety of the crew.

Col. John Varljen, AZ Wing Commander, discussed aviation decision making. Good judgment can be taught - the PIC needs to recognize when something is wrong. When flying with others CRM (crew resource management) is vital. The PIC should not try to do everything on their own. The PIC needs to delegate jobs to other crew members, such as radio and GPS operation, flight planning, and navigation. When faced with a crisis, rather than react on impulse which is a natural reaction to stress, the PIC and crew need to think of ways to solve the problem at hand. The PIC and crew should keep a sterile cockpit (limit discussion to the mission only) as this could have been the reason for the Class B incursion. Perhaps the most important aspect of flying, is for the PIC to be aware of the fuel levels in the aircraft. If a CAP aircraft runs out of fuel, the pilot's membership will be terminated. The crew needs to do flight planning, a good preflight, and run through the check list. Outside stress, i.e., family and/or work problems can impair a PIC's performance. It is vital for the air crew to concentrate on the mission and avoid those outside stressors. For example, in practicing Life Stress Management, if an air crew member is having a conflict, it is important for the member to discuss the problem with others, which is likely to relieve some stress. All PIC's need to avoid alcohol as the legal limit for CAP is .00 for the pilots. If a mistake happens in flight, discuss the error upon landing, not during flight. Finally, risk management is vital for all crew members as human, not mechanical error is the number one cause of accidents. To read the complete report go to: <http://azwg.cap.gov/sfety/index.html>

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**SHORT FINAL.....**

(Three runways, two intersections and a lesson in geometry) While doing touch and goes at my home airport:

**TOWER:** Experimental XYZ, cleared to land 17, hold short of 35.

**ME:** (without thinking): Roger, cleared on 17, hold short of 35

**VOICE ON FREQUENCY:** I want to see this **ANOTHER VOICE:** Me, Too!

**TOWER:** Uh, Experimental XYZ, make that hold short of 22 **VOICE:** Darn!!

## CAP Training Schools in Prescott

By Lt. Col. Ruth Anne Johnson

The Arizona Wing Civil Air Patrol had a triple-header at Embry Riddle Aeronautical University (ERAU) in 2004. The Wing Conference was held there in May followed later that month by a Squadron Leadership School (SLS) and Corporate Learning Course (CLC). In June a cadet encampment took place on campus.

The mini-regional staff college--SLS/CLC schools--held on 22, 23 May, were coordinated by Lt. Col. Ruth Anne Johnson. The school directors were Major Charles Bendixen (SLS) of Group 2, squadron commander of Squadron 201 and Captain Tim Peak (CLC) of Group 3, squadron commander of Squadron 307. Their respective assistant directors were 1<sup>st</sup> Lt. Dan Shearer of Group 2, Squadron 201 and Capt. Bill Lynam of Group 2, Squadron 206.

The CLC class had 10 students and the SLS school 27 enrollees. Many of the students stayed in dorms on campus and the others commuted. Both schools were primarily conducted by Wing staff members who hold positions dealing with the many topics presented.

Burt Mullins, Events Manager for ERAU, welcomed the participation of CAP at all the events.

Col. John Varljen presented graduation certificates to each of the students and certificates of appreciation to all the instructors and directors. Mr. Mullins was presented with a framed certificate of appreciation by Wing Commander Varljen for his personal helpfulness and that of his staff in facilitating the schools. Also, the University was awarded a certificate of appreciation for the use of the campus and its facilities. Lt. Col. Johnson, presented Mullins with an engraved CAP plaque commemorating the event.

The campus atmosphere took us back a few years and it was an intense learning opportunity but also fun and a place to interact and get acquainted with other CAP members. We are looking forward to June 2005 to return to ERAU for another SLS/CLC school. This fall, there will be another SLS/CLC school on 16-17 October 2004.

Lt. Col. Bill Turner reminded us all of the opportunity to achieve the Yaeger Award when he presented Lt. Col. Ruth Anne Johnson and Capt. John Kruger with their awards.

Thanks to all who helped make the activities at Embry Riddle Aeronautical University this year such a huge success.



CLC class included (not in order): SM Walter Dutton, 2nd Lt. James & Jean Hurley, 1lt. Richard Urban, Capt. Louis Camus, 2nd Lt. Dan Porth, SM Jimmie Bryant, F.O. Stephen St. John, Maj. Fred Johnson, Capt. Tim Peak.



SLS Class Included: James Cecil, Sara Cecil, Ralph Clark, Donald Chaddock, Floyd Chaffee, Patrick Daugherty, Susan Drenkhahr, Michael Hare, Jay Johnson, Kevin Johnson, John Kruger, Barbara Lewis, John McFarland, Robert McKelvain, Charles Murcko, Vernon Orr, Melissa Redewine, Thomas Richtmyer, Daniel Shearer, Jerry Shugars, Ronald Tingle, William Tripp, Charles Weaver, William Webster.

## A SPECIAL REPPORT ABOUT A UNIQUE PERSON

**SUBMITTED BY MAJ. Nena Wiley**

I am writing in an attempt to correct an oversight that is nobody's fault, but may cost CAP some prestige, very shortly,

Major Lee Owens (AZ Wing) will attempt to make American aviation history by becoming the first African-American to fly around the World, the first to fly around the world solo in a P-51 (replica, 3/4 scale) single-engine aircraft, and to set a world's record by traveling over 25,000 miles around the world.

It will be the first attempt at a civilian American aviation feat since the Rutan flight in 1986. In fact, Dick Rutan is helping him by doing all his fuel calculations.

Owen's non-profit project, although well publicized by local, regional and national media, has seemed to elude CAP attention at all levels; Wing, Region, and National. If Major Owen succeeds, it would be wonderful if CAP could be able to say that we were "behind" him, encouraging him and believing in him!

When Major Owens began his dream several years ago, he needed \$350,000 to make it come true. By February of this year, he had raised \$125,000, by May 1st he had another \$127,000. His primary target day for take off was May 31, the secondary target day is in June. He has a donor who has promised the remaining funds (\$48,000), if the money does not come in. The bottom line is that given proper weather conditions, Major Owens WILL TAKE OFF and will be famous if he succeeds.

I believe that if CAP leadership (at any and all levels) had known and understood the vision and impact of Major Owens dream, we would have been supporting this member's endeavors, if not financially, then in some tangible way that was/is demonstrable to our cadets and members. Our organization needs to show our pride in him now, not ride on the coattails of his success later, but be part of making his dreams possible!

**Major Owens still needs an over-water emergency kit (no more than 35 lbs), maybe a CAP could donate it. Other items are needed as well.**

When he takes off and lands with national and international TV cameras pointed at him, it would be wonderful if:

- 1. he had a CAP patch on his flight suit, along with other sponsors (Tuskegee Airmen, USAF 302nd Fighter SQ, Gulf Stream, Blue Sky Flyers, etc.**
- 2. If his plane had a CAP logo on it, along with other sponsors.**

**FYI—Major Owen's bio, can be seen on his web page at: <http://www.leeowensflight2004.org/> He can be contacted personally at 623-206-6248**



**FORMER AZ WING CADET DIES FROM IRAQ INJURIES:** Spc. James Holmes, 28, who was with the ND National Guard in Grand Forks, was seriously injured in Iraq by an explosive device while driving an armored Humvee. He died May 7th at Landstuhl Regional Medical Center in Germany.

Holmes was a member of F Battery of the 188th Air Defense Artillery, but volunteered to go with the 141st Engineer Combat Battalion. The 141st works to ensure that all the main supply routes are safe for travel. Before going to Iraq, he served 7 years as a Marine reservist.

Holmes, who was single, graduated from Peoria, AZ's Centennial High school and ASU. Burial was in the National Memorial Cemetery in Phoenix.

## 2004 ARIZONA WING ENCAMPMENT

This year's Wing Encampment was held 1-9 June at Embry Riddle University in Prescott, Arizona.

There was a full week of activities, learning, discipline, and simulated flight. Approximately 105 cadets attended and 30 staff members. Candidates attended classes on the basic rules, customs, and courtesies, and dealing with stress. D.D.R. for one of the days covered the legal consequences of drinking alcohol and binge drinking dangers. The candidates had P. T. as well as attending classes on proper wear of uniforms, national cadet activities and leadership opportunities. There were competitive sports during the evening. Health damage caused by steroids was covered to explain all the side effects of using this dangerous drug. On Air Force Day, the candidates attended classes taught by Air Force representatives on Structure and Mission of the USAF, aerospace power, and aerospace heritage..

The following montage of pictures were taken by Martin Maxwell. Many thanks to him for his professional pictures.





**Congratulations to all the Cadets who accomplished so much, and learned the true value of the Civil Air Patrol Missions during the 2004 Encampment.**