

## Editor's Corner

*Major John Aylesworth*

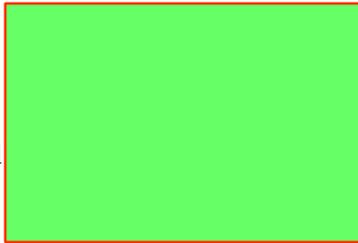
Sorry about this issue being so late! I really appreciate the contributions our members are making for our newsletter. My only request — please have your articles and submissions in by the deadline. Thanks!

## Command Comments

*Major Elizabeth Blackey*

The holidays are upon us and the end of 1995 is approaching faster than most of us would like.

Remember that we need to stay qualified and prepared for search missions; at the same time hoping that there will be no need for our services for actual missions. I hope that this holiday season is a safe and happy one for everyone and I look forward to 1996 being a terrific year for Squadron 10. Thanks to everyone in the squadron -- you have made it a pleasure for me to be the commander. Happy Holidays!



## Safety Briefing

*Captain Steven H. Philipson*  
*Safety Officer*

It's mission season again... That time of year when the weather can turn from fair to foul in short order, catching unwary pilots (and hikers and campers) by surprise, leading to search missions for CAP. This means that it's time for all of us who are mission-rated to review our preparedness to participate in search missions. Here's a list of items for you to check to help ensure that you're ready to go when the next mission begins.

### **Pilots and aircrew:**

**Certifications currency:** Check the expiration dates of your Form 5 and Form 91 flight checks, FAA BFR/ICC (instrument), and FAR 61.57 currency.

**Uniforms:** Check flightsuits, jackets, and boots for good condition and fit (particularly important if you've gained or lost a few pounds since last spring).

### **All Emergency Services Personnel:**

**Equipment:** Inspect the contents of your survival kits. Check for out of date medications, rations, signaling equipment, batteries; check operation of strobes and flashlights. Check that tents and sleeping bags are usable and clean. If you don't have a survival vest, this would be a good time to put one together. Squadron 10 has survival kit equipment lists on file. Let us know if you

need one. Check the condition of the rechargeable batteries for your handheld radios and navigation equipment. (I've just replaced all of the nicad packs for my aviation and CAP band radios.) Check the radios themselves to make sure that they still work. If you have a portable DC power supply, check it for proper operation and full charge.

**"Go-kits":** It's handy to have everything you need to fly an overnight mission ready to go in a single overnight bag. These should include a full change of clothes, shoes, toiletries, and any medications you might need. Contact lens wearers should pack an extra lens case, lens cleaning / storage fluids, and a spare pair of glasses.

**Paperwork:** Assemble your mission documentation: CAP membership card, ES card, planning / briefing forms, scanner handbook, release forms, and gridded charts. It might be useful to store these items in your "go-kit" so that you need only grab one item before you go out the door.

Check your alerting tree to make sure you have current versions handy at home and at work. Flight Release Officers should also have Flight Release Forms at the ready.

### **Vehicles:**

**Aircraft:** check for winterization including appropriate grade of oil and aircraft battery in good condition. Check cockpit heat for proper / safe operation. Install a new carbon monoxide detector if you haven't done so recently.

**Ground vehicles:** check/replace anti-freeze, oil, battery, tires, tire chains, windshield wipers, windshield ice scrapers, window cleaning / de-ice fluids. A complete vehicle checkup can be obtained through local auto clubs, dealers and service outlets.

### **Ground Team members:**

All of the above applies, plus checks of rescue equipment, currency in first aid / CPR certification, and up-to-date emergency medical supplies.

There sure is a lot to check. Consider though that when a mission is called response time can be critical. It's better to take a day (or a few evenings) and "do it \*now\*" than to find that something is missing or not up to snuff when you're scrambling to depart on a mission. A little prep time now will help you to depart more quickly and with greater assurance of having everything you need when you leave on that next mission.

One last point: missions are often predictable. When the weather is good on a Friday or Saturday and poor on

the following Sunday afternoon / evening, then there is often a mission on Monday or Tuesday. (This can be extended to the first and last days of any holiday.) When you see this weather pattern develop, take a moment to double check all of your equipment so that you may expedite your departure when the inevitable mission is called.

## New Faces

Cadet Michael K. Blackey joined Squadron 10 in August. Cadet Blackey is the son of our Commander, Major Elizabeth Blackey. Cadet Blackey is in 7th grade and is attending the Selby Lane School of Space and Technology.

Major Wendy Holforty has joined us TDY from her home unit, Three Rivers Composite Squadron in Michigan Wing. Major Holforty has been squadron commander of Charlotte Cadet Squadron, Director of Aerospace Education for Michigan Wing, a Curriculum Director for a Great Lakes Region Staff College, and was a check pilot in Michigan Wing. Major Holforty spent 10 years as a police officer back in East Lansing, MI and has since returned to school to earn a B.S. in Aeronautical Engineering, and a M.S. in Mechanical Engineering both from Western Michigan University, and is now attending Stanford University pursuing a Ph.D. in Aeronautics and Astronautics as well as studies of the Russian language. Major Holforty has been assigned as Deputy Commander for Cadets of Squadron 10.

Senior Member Shane Gorman joined us in October. Mr. Gorman is a private pilot (ASEL) and an aircraft owner (Citabria N16TP) and works in sales at Triad Systems in Livermore.

Cadet Matt Edwards just joined in November. Cadet Edwards is a friend of Cadet Blackey, and also attending Selby Lane School of Space and Technology, just turned 13 in August, and is in the 7th grade.

## Staff Changes

Squadron 10 Personnel Authorizations for staff positions, boards, and committees have recently been published. Please refer to PA-1 and PA-2, posted on the bulletin board, for current staff duty assignments.

## The Last P-3 Update!

*Captain Jennifer L. Mellone, Public Affairs Officer*

This is the last time I give you all an update on our P-3 flight, I promise! On Friday 21 July 1995, Major John Aylesworth, Major Elizabeth Blackey, Captain Mark Bluth, 1Lt Steve Philipson, Major Bruce Riter, and I finally took our P-3 orientation flight. The flight took place aboard an aircraft belonging to PATRON 91 (Patrol Squadron 91), or VP-91 for short. The aircraft was a P-3C Orion, call sign PM 294, which was decked out in a non-tactical paint scheme (glossy gray and white paint, with non-subdued markings).

We donned our flight suits and reported to the VP-91 "Black Cats" spaces at 1000 PDT. We were greeted by PR2 Alan Fisher (Parachute Rigger, Petty Officer Second Class) and LCDR (Lieutenant Commander, which is the Navy equivalent of Major) Jim "JT" Thompson (rated Naval Flight Officer, or NFO, and VP-91 Operations Officer). They briefed us on safety and the specifics of the flight, which was an orientation flight, not an anti-submarine warfare (ASW) flight. Once aboard the aircraft, we were issued orange personal flotation vests and were assigned ditching stations. All six of us had window seats. The cockpit crew consisted of two pilots, an enlisted flight engineer, and an enlisted flight engineer in training. Just aft of the cockpit on the starboard side, "JT" manned the NAV/COMM (Navigation/Communication) station. I sat abreast of "JT", but across the aisle on the port side at the TACCO (Tactical Coordinator) station. I got to sit there because a TACCO was not required to fly that day. NAV/COMMs and TACCOs are NFOs; the senior NFO assumes the TACCO position. For you Top Gun and Flight of the Intruder fans, "Goose" was a NFO (Radar Intercept Officer, or RIO-back seat), and Cole was a NFO (Bombardier/Navigator, or BN-right seat). TACCOs figure out where to place sonobuoys, and they deploy the weapons when required. Sonobuoys are passive (usually) devices that are dropped into the water from the aircraft. They "listen" and detect sounds from the ocean depths and relay them up to the aircraft to be processed by a suite of signal processing electronics. Active sonobuoys "ping" like a sonar and are used when in close proximity to a submarine target. SENSOs (Sensor Operators) use their electronics gear to listen for the acoustic signature of submarines; they can tell the difference between a biologic (e.g., whale) and a submarine. One enlisted SENSO flew as an observer and the other SENSOs did not fly. The remaining five Squadron 10 members were stationed at a SENSO station (the one with the FLIR, or Forward Looking Infrared Radar, and the MAD, or Magnetic Anomaly Detector electronics), observer stations, and in the galley on the starboard side. The MAD antenna sticks out the tail of the aircraft, giving the P-3 a unique appearance. The

MAD antenna and its electronics gear act like a big magnetic metal detector in the sky. The galley was set up like a restaurant booth. On the port side, across from the "booth", was a refrigerator, convection oven, and coffee urn. Just forward of the "booth" was a private head that was not designed to accommodate women too well. P-3 crews fly on 12 hour sorties, so they deserve the comforts of home.

We departed Moffett Federal Airfield using runway 32R and departed IFR over to the coast. We stayed on top of the overcast and flew racetrack patterns in the W-285 Warning Area. We stayed below Angels 4 and cruised at about 220 KIAS. Major was proficient in using the sextant on the aircraft. Major Blackey enjoyed chatting with the crew. Captain Bluth carefully observed "JT's" parachute donning procedure. 1Lt Philipson enjoyed the instruments at the NAV/COMM station. Major Riter enjoyed listening to Air Traffic Control on one of the headsets. I enjoyed taking still photographs and a video. The weather cleared during our return leg to Moffett. We flew over Santa Cruz and when we reached the mountains, we could almost reach out and touch the highest peaks. We landed on runway 32R, and I was able to sit up front on a "bench" behind the pilot on the port side and videotape the landing looking out the cockpit front window. The flight was about 1.5 hours.

Squadron 10 thanks LCDR Jim "JT" Thompson for coordinating the flight, and all of the others up the chain of command: the VP-91 Commanding Officer; Commander, Reserve Patrol Wing Pacific at Moffett Federal Airfield; and Commander, Naval Reserve Forces at NAS New Orleans. We realize that the Navy is not in the business of giving orientation flights and that the requirements for survival and physiology training were waived. We are extremely grateful to the Navy for giving us the honor and privilege to fly with them.

## Mountain View DRE

California Wing was asked to assist with the city of Mountain View disaster drill on Saturday 7 October. The CAP mission base was at Squadron 10 headquarters in Palo Alto, and Major Rich Bradley coordinated CAP involvement in this exercise. There were about 30 CAP members who participated, including a number of Squadron 10 members. Major John Aylesworth was a member of a three person communications liaison with the 129th Air Rescue Squadron; Major George Center was the liaison to the Mt. View EOC; 1st Lt. Natalie Aylesworth worked in transportation, 1st Lt. Brent Chapman coordinated operations; 1st Lt. (Chaplain)

William Garrett was mission chaplain, and 1st Lt. Alice Mansell and 1st Lt. Tony Stieber provided Public Affairs coverage.

The disaster scenario was that a major earthquake hit the bay area at 1000 local time. Agencies that participated included CAP, 129th Air Rescue Group (CA ANG), American Red Cross, the Mountain View Fire and Police Departments, RACES/AREA, US Navy Reserve, resident emergency response groups, and other organizations. The 129th provided immediate post disaster surveys of the area, from their Sikorsky HH-60 Blackhawk helicopter, which were reported to their base at Moffett Federal Airfield and then relayed by Major Aylesworth to the Mt. View EOC. The 129th and Life Flight also evacuated simulated earthquake victims to local hospitals, and CAP members provided personnel transport for the personnel of various agencies to disaster sites.

## Squadron 10 Ground Team Assists in Search

### *Major John Aylesworth*

My wife, Natalie, and I were alerted by Mission Coordinator Bill Hadley at 0315 hours for an ELT and probable missing aircraft on search mission 95M2768A on 23 December 1995. The personnel on this mission were: Lt. Col. Terry Taylor (Pacific Region/Ground Team Leader), Major John Aylesworth (SQ 10/GMS), 1LT Natalie Aylesworth (SQ 10/GMS-EMT), 1st Lt. Brent Chapman (SQ 10/GM), 1st Lt. Priscilla Mason (SQ 188/GM), and 1st Lt. Roger Glenn (SQ 188/GM). We formed two teams with two vehicles each. Brent, Natalie and I were in the first team (with Brent's 4WD and Natalie's Pathfinder) and Terry, Priscilla, and Roger were in the second with a CAP Blazer and CAP CUCV).

Brent, Natalie and I deployed at about 0500 in two separate vehicles to perform an electronic search of the area south and east of Calaveras Reservoir along Felton and Marsh roads, and then Calaveras Blvd. This was the area where SARSAT indicated the ELT signal was originating from, but no signal was detected in this area. The other team (Taylor, Glenn, and Mason) were searching the area south of Calaveras Reservoir. Our team continued north on Calaveras Blvd where the signal was picked up near Calaveras Blvd. and Hwy 680. Brent, Natalie, and I searched the area North of Sunol Valley, then went south on 680, exited the freeway at Andrade Road and proceeded up Sheridan Road. We took a private road to the top of some local hills and took a DF bearing indicating the signal was coming from the

east of our location. We then went back to the Andrade and Sheridan intersection and further south east to the end of a road leading to water district property where both CAP Ground Teams and the Alameda County Sheriff's teams met. I volunteered to climb up to the top of a hill to take a DF bearing which indicated the signal was coming from across the valley (bearing 070° mag.). This was where the USCG helo was operating. It was a short time later (about 0900) that we received word that the helo had located the wreck with no survivors. We then proceeded to the command post on Vellecitos Road and followed a Sheriff's SAR team to the wreckage, which was at the end of a 14 mile drive south of San Antonio reservoir and into the hills on fire roads and a short hike down to the wreckage.

The aircraft was a twin engine Piper Navajo with two persons on board owned by Ameriflight, Inc. They hit the side of the mountain in what appears to have been level flight a little after midnight after departing Hayward at 2300 the previous evening on a local proficiency flight. The forward fuselage/cockpit area was completely destroyed and burned and located a few hundred feet down the side of the ridge. The engines were located in the same area to either side of the remains of the forward fuselage. The empennage/tail section was intact, but the interior was burned out. I didn't see the wings and horizontal stabilizers which were probably located further down the hill and sheared off in the initial impact. The bodies of both occupants were badly burned and buried in the wreckage of the cockpit.

The aircraft we were looking for was located by a US Coast Guard HH-65A JayHawk helicopter near Wauhab Ridge at (approximately) 121° 44' by 37° 32' 6.8" (lower right corner of p. 105 of the Northern California DeLorme Atlas).

## **Chapman Graduates from Inland SAR School**

1st Lt. Brent D. Chapman graduated from the Inland Search and Rescue (SAR) Management Planner's Course on 17 NOV 95. The National SAR School trained 20 students at Moffett Federal Airfield, CA.

The week long course enables students to analyze potential or actual search and rescue situations. They learn to establish the most probable area containing missing persons, and to select appropriate search and rescue resources to ensure success.

The mission of the combined USAF and US Coast Guard

National SAR School is to promote standardization within the search and rescue community. The school provides specialized instruction around the country to selected military, Civil Air Patrol, law enforcement and other government emergency professionals. National SAR School invites civilian rescue volunteers, such as mountain, cave, and underwater rescue teams and search dog handles, to attend on a space available basis.

Several decades ago, the Coast Guard and the Air Force recognized the need for a joint training facility devoted to teaching search and rescue techniques to the emergency management community. In 1966, they established the National Search and Rescue School at USCG Governor's Island in New York harbor. The school moved to the USCG Reserve Training Center, Yorktown, Virginia in 1989 and in April 1996 will celebrate its 30th anniversary. Graduates now number over 13,500 men and women, including over 1,300 from 101 foreign countries.

Lt. Chapman also completed the Search and Rescue Management Course at Travis AFB 28-29 OCT 1995 presented by the Air Force Rescue Coordination Center.

## **Awards, Promotions, Ratings, and ES Qualifications**

Editor's Note: Please help me out by making sure I am aware of all of the awards, promotions, and so forth that are presented to our members by making notes and giving them to me if I am absent from a Squadron meeting. Thanks!

1Lt Jennifer Mellone: • Promotion to Captain

1Lt Steve Philipson: • Promotion to Captain

SM Lance Lange: Promotion to Captain

1Lt Tony Stieber: Radio Station License-Eagle 476

Yeager Aerospace Award: Major George Center, Captain Steve Philipson, 1st Lt. Richard Palm, Captain Jennifer Mellone, and SM Tom Minot.

## **Squadron 10 Mission Activity**

*1st Lt. Brent Chapman*

Editor's Note: the missions listed herein are limited to those for which mission closing traffic was transmitted and missions that were the personal knowledge of Lt. Chapman or the editor. If we failed to list a mission you participated in, please accept our apologies, and let us

know for the next issue.

**95M1631** 1 AUG 95: Major Bill Brew and Captain Lee Barford flew a sortie in support of a ground DF team from Squadron 13 which located and secured an ELT at Hollister Airport. Non-distress find awards recommended.

**95M1635** 1-2 AUG 95: 1Lt Brent Chapman and 1Lt Alice Mansell located and secured an ELT in an aircraft at San Carlos Airport. Non-distress find awards recommended.

**95M1711** 10 AUG 95: 1Lt Brent Chapman and 1Lt Alice Mansell located and secured an ELT in an aircraft at San Carlos Airport. Non-distress find awards recommended.

**95-25T** 26-27 AUG 95: Major Elizabeth Blackey, Major Bill Brew, Major John Aylesworth, Captain Jennifer Mellone, 1Lt Alice Mansell, 1Lt Tony Steiber, 1Lt Richard Palm participated in the Group 2 SAREX at Oakland International Airport.

**PLR 96-001** 7 OCT 95: Major John Aylesworth, Major George Center, 1LT Natalie Aylesworth, 1LT Brent Chapman, 1LT Alice Mansell, 1LT William Garrett, 1LT Tony Stieber. Disaster Relief Exercises, Mountain View, CA.

**95M2683** 10 NOV 95: Major Larry Edwards, Major George Center, Major John Aylesworth, and Captain Steve Philipson located and secured an ELT in Hanger 2 at Moffett Federal Airfield in a US Army C-12A.

**95M2768A** 23 DEC 95: Major John Aylesworth, 1LT Natalie Aylesworth, and 1LT Brent Chapman from Squadron 10 as well as personnel from Squadron 188 and Pacific Region HQ were deployed early Saturday morning to locate an ELT in a missing Piper Navajo. Ground DF teams narrowed the search to an area south of the Del Valle Reservoir. Aircraft wreckage was located by USCG HH-65A Jayhawk helicopter. Both occupants were deceased.

## National Board on Video

*Gene Sinner*

The National Board in Washington DC will be featured in the next Commander's UPDATE video #5 which will be distributed at the end of September or early October. Dependent on other projects, this UPDATE might be distributed earlier. This video will be approximately one hour long and feature HIGHLIGHTS from this past National Board.

All NEC members, Region Commanders, Wing Commanders, and National Staff Directors receive a copy of each video update. If you want copies of the material, please request it from your wing or region commander.

NOTE: Awardees of the awards ceremony on Saturday morning, August 19, 1995, can receive a copy of the ceremony. Just send me a VHS tape, at least 60 minutes long. I'll send a copy back to you. There is NO FEE for this service. Any questions? Just give me a call.

Gene Sinner  
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## Drivers License Applications

Effective 1 August 1995, all members applying for a CAP drivers license must submit a current (original) drivers report from the DMV.

## Senior Training Calendar

A preliminary list of planned training activities at Squadron 10 are listed below.

JAN 02:

JAN 09: Guest Speaker (129th RQS, CA ANG)

Starts *promptly* at 7:30PM, ends 9:15.

JAN 16: Video

JAN 23: Paperwork night. Last time Major Aylesworth will be available until May.

JAN 30: Social night - no program

FEB 06:

FEB 13: Video

FEB 20:

FEB 27: Paperwork night

MAR 05: Bruce Riter - Legal Officer College information

MAR 12: Video

MAR 19: Alice Mansell - Galileo probe briefing

MAR 26: Paperwork night

## Coming Attractions

Note that Group 2 Search & Rescue/Disaster Relief Exercises are tentatively scheduled for the months of April, August, and December. Other Group 2 activities are reserved for the second weekend of every month to

avoid conflicts with Wing scheduled activities.

20 JAN 96: Ground Team Member, Radio Operator, and Information Officer Emergency Services classroom training, Oakland SQ 188.

9-11 FEB 96: SAREX, Reid-Hillview, 2LT Kevin Sankey (408) 449-6214.

24 FEB 96: General Emergency Services, Ground Team Leader, and Mission Pilot Emergency Services classroom training, Monterey, 2LT Ethan Constantine (408) 449-6214.

16 MAR 96: Mission Scanner/Observer, Flight Line Officer, Ground Search Coordinator/Ground Operations Director Emergency Services classroom training, San Jose, 1LT Chuck Frank (408) 370-7934.

19-21 APR 96: Disaster Relief Exercise, Reid-Hillview SQ 80.

27 APR 96: Ground Team Member, Radio Operator, Communications Unit Director Emergency Services classroom training, Palo Alto SQ 10.

18 MAY 96: General Emergency Services, Mission Pilot Emergency Services classroom training, San Jose SQ 36.

## **General Schedule**

Squadron 10 meets each Tuesday evening, from 7:00pm to 9:30pm, at the Civil Air Patrol building near the control tower at the Palo Alto Airport. The first and third Tuesdays of each month are generally reserved for training sessions; training will begin promptly, so please be on time. The second and fourth Tuesdays of each month are generally reserved for staff meetings and duties. The fifth Tuesday of a month (if it has one) is generally a social night, for which civilian attire is appropriate.