



Michigan Wing



Heads Up

VOLUME I, ISSUE VII

November 2003

November

Upcoming Events

- Form 99's due at Wing
- Monthly Vehicle Utilization Report due
- MI Wing Aerospace Conference
- Academic Bowl
- Public Affairs Seminar
- Communications Training Seminar
- Wing Staff Meeting
- Monthly Aircraft Utilization Report due
- Veterans Day
- SAR Academy Staff Selection
- Thanksgiving Day



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Col. Mayo Presents Captain Matt Heusser with Certificate of Promotion to Grade of Major at General Membership Meeting in Flint 11 October



Captain Matthew Heusser holding Certificate of Promotion to Major with Wing Commander Colonel Gary Mayo (center right) as members applaud. Lt. Col. Ronald Padavan Wing Chief of Staff (standing far right) monitors the agenda to remain on schedule.



Members in audience witness Capt. Heusser's promotion to Major



Col. Mayo and Lt. Col. Padavan change Captain Heusser's grade to Major

Squadrons Join In Making Aviation Event Successful

The Festival of Flight

In an effort to reach out to the local community, Wayne County Community College presented the "Festival of Flight" hosted by Lutheran East High School, in Harper Woods on 11 October. The event celebrates the achievements of flight. Items of interest for everyone were on display and presented throughout the day. While aviation instructors entertained children in the school's gymnasium, older kids and their parents were entertained with ultra-lite planes, flight experiments, computer flight simulators, hot air balloons and blimps. Various organizations such as recruiters from the Army and Coast Guard, the famous 99'ers Flying Club and the Eagle Aviation Program from Eastern Michigan University hosted information booths. The community's State Representative Ed Gaffney, was present to answer questions and visit with his constituents. Cadets and Senior members from Civil Air Patrol's Michigan Wing hosted an information booth, offered various recruiting and informational brochures, and answered questions about Civil Air Patrol and the cadet program. Major Pam Paulin, Commander of Van Dyke Squadron, served as Michigan Wing's Project Officer for this activity. 2Lt Bill Welsing, also from Van Dyke assisted with construction of the recruiting booth. C/Lt Col Christopher Blank, Livingston Composite Squadron served as Cadet Project Officer for this activity. Major Paulin credits the event's success to assistance received from squadron members from Detroit 100, Selfridge Cadet, Willow Run Composite, Sixgate, and Van Dyke Cadet Squadrons. Their participation made the activity the success that it was.



Article & Photo by: 1Lt David D'Arcy, CAP, Van Dyke Squadron PAO

SAFETY NOTES

Antifreeze. When used properly it keeps our vehicles from overheating or freezing up on us. In effect, it helps to keep our engines running and probably something we often take for granted. Most automotive antifreeze is 90 to 95 percent ethylene glycol, a sweet tasting chemical that may appeal to small children and animals. Swallowing a very small amount can cause severe illness and life-threatening kidney damage. Car windshield antifreeze often contains methanol, another very toxic chemical. Drinking as little as one teaspoon can cause permanent blindness.

Antifreeze, because of its color often resembles a Mountain Dew, lemon-aid or orange drink. Storing antifreeze in containers such as jars or a glass is an invitation to disaster should it be mistaken for a soda or fruit drink.

What to do if you suspect ingestion of antifreeze? If you have the original container available follow the emergency instructions provided on the label and seek immediate medical attention. You can also call the Poison Control Centers for guidance and further information.



What number do I call? In each wing within the **Great Lakes Region** you can call **1-800-222-1222** and reach the **National Poison Control Center**.

Source: National Poison Control Center

2Lt. Joe Buford, CAP (Safety Officer in training)



Awards - Promotions - Updates at General Membership Meeting in Flint



Pride
Proficiency
Professionalism

U.S. Air Force Auxiliary, naturally!



Promotions - Awards - Appointments

Matthew Heusser, Captain - Promotion - Major
Charles R. Sole, 2Lt. - Appointment - ROTC Flight Coordinator
Gregory Ehlert, C/CMSgt - Promotion - C/Second Lieutenant

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<http://www.capnhq.gov> & the Michigan Wing website at: <http://miwg.cap.gov/newsletter/> This publication is also available on-line on the Michigan Wing website.

Editor's Note

The newsletter is up and running again. In order to ensure that all members are informed of Wing events and important information. We are asking all members to assist us. Members with articles, announcements, photographs, information on events, promotions, awards, new members or other forms of information of interest to Wing members are encouraged to submit their material for publication in the newsletter. Submit photos with full descriptions please.

Please send your submissions/questions via email to the Newsletter Editor, 2Lt. Joe Buford at jbuford@miwg.cap.gov **no later than the 15th of the month** for inclusion in the next scheduled issue. Thank you.

Cadet Calendar



Events and Activities

8-9 November 2003

Michigan Wing Aerospace Conference – Location - Macomb Comm. College – POC - Lt Col. Mike Saile
Academic Bowl – Location - Macomb Community College – POC - Lt Col. Mike Saile
Public Affairs Seminar – Location - Macomb Community College - POC - Captain Jim Siciliano
Communications Training Seminar – Location - Macomb Community College – POC - Lt. Bill Chesney

22-24 November 2003

SAR Academy Staff Selection – Location - Sandusky Airport – POC - Major Sheila Cerny

27 November 2003

Thanksgiving Day

November 2003 Calendar of Events

5 - Form 99's due at Wing Headquarters

7 - Monthly Vehicle Utilization Reports due at Wing

8 - Wing Staff Meeting – Wing Headquarters – Selfridge ANGB – LtC Ronald Padavan

8-9 – Michigan Wing Aerospace Conference – Macomb Comm. College – Lt Col. Mike Saile

8-9 – Academic Bowl – Macomb Community College – Lt Col. Mike Saile

8-9 – Public Affairs Seminar – Macomb Community College – Captain Jim Siciliano

8-9 – Communications Training Seminar – Macomb Community College – Lt. Bill Chesney

10 - Monthly Aircraft Utilization Reports due at Wing

11 - *Veterans Day*

22-24 - SAR Academy Staff Selection – Sandusky Airport – Major Sheila Cerny

27 - *Thanksgiving Day*

MI Wing's Newest Members

This space has been reserved to welcome our new members to Michigan Wing. This month we welcome our newest members to **Selfridge Cadet Squadron MI -176**

**Cadet Paul Joseph Harrison
Cadet Branden Holland
Cadet Nichole Holland**

Welcome members to Michigan Wing!

VACANT STAFF POSITIONS AT WING HEADQUARTERS

Wing Headquarters is currently seeking personnel to fill the following staff positions:

*Wing Public Affairs Officer
Plans and Programs Officer*

All interested members should contact

Lt. Col. Ronald Padavan,
Chief of Staff via email at rpadavan@miwg.cap.gov or by phone at (586) 774-6644 for further information.

Mustang Squadron Cadet Achieves General Billy Mitchell Award

Group Commander Pamela Saile on her first visit to Mustang Squadron performed the honor of officially promoting Cadet C/ CMSgt. Gregory Ehlert to the grade of C/2Lt. by affixing the insignia to his uniform while members of his squadron looked on.

Cadet Ehlert serves as the squadron's Cadet Commander for Mustang Squadron

Source: CMSgt. Walter Pyle
Photo by: CMSgt. Walter Pyle

*Cadet Ehlert
Congratulations from MI Wing
On a Job Well Done!*



Lt. Col. Pamela Saile Group Commander affixes the C/2Lt. Insignia to Cadet Commander Gregory Ehlert's uniform as members of his unit look on

Van Dyke Cadets Excel in Physical Fitness Challenge to Support MS Foundation in Honor of Squadron's Former Deputy Commander

If you ever wondered why Van Dyke Squadron did so well with the Physical Fitness Challenge its from stories like this. Cadet Rachel Wood and Cadet Justin Frost decided to run in the 5K just a few days/weeks before the event. Cadet Wood finished 5th overall in her age category and Cadet Frost finished 7th in his age category, both finished a tenth of a second apart of each other...they ran together as a team. After their run they joined other members and families of their squadron to help hand out water and Gatorade to the participants. Members included Lt Welsing, CA1C Welsing, C/2Lt Padavan, C/A1C Paulin, C/A1C Wood, C/SSgt Frost and Maj. Paulin who joined Mr. & Mrs. Wood and Ms. Beyers. The members did this activity in support of the MS foundation in honor of their former Deputy Squadron Commander, 1Lt David D'Arcy. Lt. D'Arcy found out he was diagnosed with Multiple Sclerosis in June shortly after the engagement to his wife. He is now awaiting the results of the Air National Guard's Medical Evaluation Board that will determine when he will be medically discharged from the service.

Age Group Results

Sponsors: MICHIGAN FOOD & BEVERAGE KIDS MINI-MARATHON 5K RUN/WALK, DETROIT FREE PRESS, FLAGSTAR BANK - 26TH ANNUAL INTERNATIONAL MARATHON - Sunday, 5 OCT 2003

FEMALE AGE GROUP: 12-14

Place	Overall	Name	City	Sta	Ag	5ktm	5ktm	Pace
1	24	Sarah Burns	Rochester Hills	MI	14	20:37	20:33	6:37
2	60	Katelyn Williams	Farmington Hills	MI	12	23:28	23:26	7:33
3	78	Jessie Williams	Farmington Hills	MI	12	24:20	24:19	7:50
4	112	Charla Waeiss	Fraser	MI	14	25:38	25:25	8:11
5	147	Rachel Wood	Warren	MI	13	26:29	26:23	8:30

MALE AGE GROUP: 15-19

Place	Overall	Name	City	Sta	Ag	5ktm	5ktm	Pace
1	19	Rashaun Maddox	Detroit	MI	16	20:15	20:15	6:31
2	32	Philip Rinke	Dearborn	MI	16	21:19	21:05	6:48
3	31	Tommy Rice	Portage	MI	15	21:16	21:09	6:49
4	87	Anthony Riva	Sterling Hts.	MI	17	24:39	24:03	7:45
5	129	Michael Miodonski	Grosse Pointe	MI	15	26:05	24:16	7:49
6	90	Cam Scharchburg Beyer	Canton	MI	15	24:46	24:27	7:53
7	146	Justin Frost	Sterling Hts.	MI	16	26:28	26:22	8:30

Source: Pamela Paulin, Major, CAP, Commander Van Dyke Cadet Squadron MI-117
Military Incentive Flight Coordinator - Michigan Wing

Chaplain's Corner

Ladies and Gentlemen of Michigan Wing:
Please keep Ch. (Captain) Steve Eggers in your prayers. He was recently diagnosed with colon cancer. Chaplain Eggers has been very active in CAP for some time. He has gone far above and beyond the typical chaplain duties many times. We are fortunate to have him in the ranks. However, for a season now he will be inactive. He was diagnosed at William Beaumont Hospital in Royal Oak and is recovering at home now. If you wish to send a card, please send it to his home: 11344 Sioux Avenue, Redford, MI 48239



Many prayer chains have been started, in many churches and groups.

For the Wing Chaplain,
Christine R. Frantz, Captain, CAP (MLO)
MIWG/HCDA



Lt. Col. Sherry Jones, CISM Special Advisor
Attention All CAP Members
Kentucky Wing to Host Basic CISM Course



For those who were unable to attend the recent MIWG CISM course, good news from the Kentucky Wing DOS (and if you elect to travel, they have procured a phenomenal hotel rate as well). Plan early ...

Everyone, the (Kentucky) wing is hosting a Basic Critical Incident Stress Management course on 21-22 Feb 04. This course is designed to train emergency responders to help fellow responders deal with the high level of stress associated with our line of work. This course typically costs in excess of \$200 but we are able to do it for only \$25 per person. Upon completion of the course you will be qualified to be a Peer Debriefing Team member on a Critical Incident Stress Team. The course is registered with the International Critical Incident Stress Foundation.

Space for the class is very limited and is open to all the wings in Great Lakes Region as well as state agencies. Those interested should sign-up as quickly as they can. More information can be found on the wing website on the Upcoming Events page.

<http://www.kywgcap.org/~wingevents>

Eric W Adkins, Captain, CAP, Director of Emergency Services, Kentucky Wing, Civil Air Patrol
513-924-8600 home, 859-468-5670 cell, 309-276-7260 fax

E-mail: dos@kywgcap.org e-mail

URL: <http://www.kywgcap.org/~dos>

If I can be of any assistance, please contact me by email at: cism@cap.gov, or via phone: H 586.773.2629, C 586.362.7437. Visit our Great Lakes Region CISM web site at <http://glr.cap.gov/cism>.

Source: SHERRY JONES, RN, EMT-P

Lt. Col., CAP

MIWG CISTC-A

GLR CISM Team Coordinator

Special Advisor to the National Commander for Critical Incident Stress Management



ANG Sergeant/CAP 1Lt. Marries with Civil Air Patrol Cadet Honor Guard in Attendance

Sergeant David J. D'Arcy, Michigan ANG, entered the bonds of marriage with Linda D. Soyring from New York State. Service was held inside the Army Chapel at Selfridge ANG Base on 27 September. Cadets from Van Dyke Cadet Squadron, Clinton Township served as the wedding couples honor guard. 2Lt Bill Welsing and C/A1C Rachael Wood were instrumental in arranging the ceremony. Sergeant D'Arcy has been a long time volunteer with the



**Pictured center: Mr. and Mrs. David D'Arcy exiting Selfridge chapel
Cadets from Van Dyke Cadet Squadron perform Honor Guard duties**

Civil Air Patrol and currently holds the grade of First Lieutenant and until recently was the unit's Deputy Commander before taking a medical leave of absence in July 2003. David and Linda initially met over the Internet site for Christian Reformed Singles after he returned from overseas duty with the 107th Fighter Squadron from Selfridge ANGB, that was deployed to Turkey to support what became the final phase of Operation Northern Watch. After corresponding to each other after David's return from Turkey in February, phone numbers were exchanged, then personal visits were arranged that included a weekend rendezvous to Toronto, Ontario in late June. After more emails and phone calls, Sergeant D'Arcy asked Linda Soyring to marry him over the phone over four hundred miles away the following month. What made the occasion bittersweet is that Sergeant David D'Arcy found out he was diagnosed with Multiple Sclerosis only after the engagement. He is now awaiting the results of the Air National Guard's Medical Evaluation Board that will determine when he will be medically discharged from the service. David's last word on his retirement is "Whatever I do, it will be to serve my community in some way. The motto of the Service is 'Service before Self', this was my personal motto long before it was the Air Force's and regardless of my health, I will continue to serve." David and Linda continue to reside in Chesterfield. His new wife is a speech pathologist and looks forward to returning to her career after she settles in from their honeymoon.

Article by: David J. D'Arcy, 1Lt, CAP, MI-117

Good job Cadets. You looked awesome!

Hello All:

This photo shows what a properly motivated CAP squadron can do.

I appreciated the honor these cadets displayed for my new wife and myself.

Thanks, David J. D'Arcy

Give or Receive? Unusual Event Changes the Life of MIWG CAP Pilot

Somewhere in the depths of deep sleep I thought I heard a phone ringing. As I slowly climbed up the ladder from the foggy depths back to the world of reality, I realized it was my phone trying to stir me awake. The voice on the other end and the conversation that ensued somewhat changed my life, at least part of it. The person on the other end of the phone was a staff member of a nursing home where "Rascal", our family watchdog works. He's a nursing home visit dog when he's not being a watchdog. My dog definitely is the friendly type. Everyone is his friend. His whole body wags when he sees one of his friends. Over the years he's made many friends at this particular home. And in the process he's been fairly well fed. Many of the residents save cookies and other tidbits for him on days they know he'll be visiting. However, this particular call was not about the Rascal.

The conversation was fairly short and ended with a question. It seems this particular nursing home employee had taken a special interest in one of the residents. This resident was elderly and also mentally challenged. He has trouble getting through certain phases of his normal life. However, despite his problems, his primary passion and interest in life is making model airplanes. His room was filled with various models and he is considerably proud of his many accomplishments. Despite his various and sometime pronounced mental challenges, he is very good at making model aircraft. What stimulates his interest no one really knows. What this employee discovered during various conversations with him was he had never had an opportunity to see, sit, or fly in a real aircraft. The question: Would I be willing or interested in making his life long dream come true and possibly give him a short plane ride? Needless to say this wasn't a problem. However, other issues had to be overcome first. Issues like approval from his legal guardian, approval from his doctor, the date, time, location and arrangements made for adequate transportation to the airport. This person's health was not too good, and his days were numbered. On 15 May 1998 all was in order and arrangements were made for ambulance service to transport him to Zender Airport in Frankenmuth, MI.

Despite his limited vocabulary there was no doubt in anyone's mind that he was happy when he discovered he had arrived at an airport. Somehow this event stimulated or renewed his strength. He was able to get up and move about, considerably more than he normally could on any given day according to the employees that accompanied him. He definitely was interested in seeing and touching the real thing after many years of working strictly with models. For the first time in his life he came face to face (machine) with a real airplane. He seemed happy knowing the model aircraft he had assembled over the years closely resembled the real thing. All we could do was sit back and share the thrill of a lifetime he was experiencing. His complete attention was riveted on specific details, details I'm sure he had wondered about for years and didn't have the opportunity to investigate until this moment.

All too soon his strength gave out before his enthusiasm and he reluctantly returned to his wheel chair to rest. Despite his limited speech abilities, he asked questions and got answers. I don't know if he understood my answers to his questions, but he seemed satisfied, or so it seemed. Didn't really matter I think. Everyone could tell he was happy to just have seen an airplane up close and personal. To him, that had to seem like one of life's greatest miracles. You could almost see the life ebb out of him as he sat there and slowly accepted the fact he was about to leave the airport and return to the nursing home. After a brief rest in the shade, and some liquid refreshment, he seemed to regain some strength. It was at this point his nursing home mentor and friend asked him probably the most important question he had ever been asked in his life.

"Would you like to go for an airplane ride?" With tears rolling down his cheeks all he could do was shake his head, "YES". It took some doing on the part of four people to get him into the airplane and strapped in. We moved the right front seat back as far as it would go to allow for clearance and also to avoid any conflict with the flight controls. Special precautions were also taken to insure the flight would have minimal chance for problems from interference during the flight. It was with great satisfaction that his friend and mentor rode in the back seat during his flight. Minutes later we found the ground slowly falling away as we climbed into perfectly smooth air with the sun setting on the horizon. Some cumulus clouds appeared close by as if by fate or divine intervention. Shortly thereafter we were flying around the clouds and above them with the blessing of the local air traffic controllers. With the setting sun's rays playing on the clouds the view was spectacular.

We became concerned when we noticed tears running down his cheeks. Asked if he was scared or uncomfortable, his energetic head shake "NO" told us all we needed to know. "MORE, FUN", was all he would say. About twenty minutes later we landed, probably one of the smoothest landings of my career. Needless to say, pictures were taken prior to our departure and upon arrival. We still haven't figured out if he was smiling more prior to takeoff or after we landed. After we got him out of the plane and situated, we could tell he was tired. This was quite an ordeal for him considering his normal day's activities. As they left the airport, he gave me a weak wave through the ambulance window and a smile that could have lit the whole airport. It isn't often you get a feeling of satisfaction for doing something so simple like giving a little of your spare time and being willing to share an experience. About a week later I received a second phone call. I am now the proud owner of one of his model airplanes. I was also asked if I would be a pallbearer. I have a feeling he's able to fly at will now. As I sit and look at the model airplane I received, I find myself asking a question. *Did I give, or did I receive?*

Source & Story by: Roy A. Kauer, Major, CAP Flint Bishop Airport Squadron MI-192

Blue Water Pilot Relates Recent Experience to Safety

We must not only plan and prepare for a safe trip, regardless of the mode of travel, but we must plan and prepare for the possible unexpected as this experience shows.

Prepare for the Unexpected

I had the un-pleasant opportunity to experience my first true emergency in my plane a few weekends ago. My faithful Cardinal had a complete electrical failure as I was returning home from a ski trip in Northern Michigan. It was quite an eye opening adventure. I was in IMC, in a snowstorm, over Saginaw (MBS) when I lost all electrical power. No radios, no GPS, no lights, no transponder, no AP, everything off. The engine continued to run strong and I still had my AI, HI and compass. I turned on the flashlight on my headset and grabbed the large flashlight from my seat back and set it beside me. Fortunately, I had my handheld radio and handheld GPS with me. As I maintained my heading and altitude (9,000 ft MSL) I dug the radios out of my flight bag and turned them on. The GPS started up and began to acquire satellites. The hand held radio was dead. I had to find my spare package of new batteries and swap out the old batteries, in the dark. I am sure by this time ATC was wondering what the heck was going on. My transponder signal disappeared and I was not responding to radio calls. I was hoping they still had a primary target on me.

After I got the hand held radio fired up and attached to my headset, I could hear ATC radio traffic but they could not hear me. I was using the small whip antenna mounted on the top of the radio. I had forgotten about the external antenna jack I had installed in this plane for this exact type of emergency situation. Up to this point in time I had only used it once, as a test. I dug in the bag again and found the cable to connect the hand held radio to the external antenna jack. All of a sudden ATC could hear me quite well. (that was the best \$150 I ever spent) I explained the situation and they gave me immediate clearance to the Pontiac VOR. ATC was very helpful the entire time. They gave me a clearance for the VOR-A approach into Oakland Troy airport before I even arrived at the Pontiac VOR. This helped a great deal. I decided to shoot the approach using the hand held GPS only, instead of switching my hand held radio to receive the VOR radio signal. I would not have been able to talk to, or hear, ATC at the same time. It actually worked pretty well, by holding careful headings (a challenge in the gusty wind) and monitoring the GPS, I was able to hold the course fairly well (while pumping the gear down with one hand of course). I broke through at 1500 feet MSL and landed on the slick runway with no lights or flaps. (I missed my old Cherokee's manual flaps about then)

It will be interesting to find out from my mechanic what failed in my electrical system. I could not see anything obvious, such as a lost alternator belt. I am sure it was something simple. But, I guess it does not really matter, a failure is a failure. I sure am glad I had the external antenna jack for my handheld radio installed in my plane, and I had extra batteries. It is something we don't like to consider, but it can happen at any time. Even the best maintained aircraft will have un-expected mechanical failures. I like to think that my plane is extremely well maintained. Some of my fellow pilots sometimes call me neurotic about my aircraft maintenance. But it still happened! Are you prepared for an in flight electrical failure? Are you prepared for other in flight emergencies or an off field landing? The first thing you need to do should (when) you encounter an in flight emergency is remain calm, and fly the plane. I know you have heard this before from your flight instructor, but it merits mentioning again. I was amazed how quickly my attitude or heading deviated while I was looking for my batteries and I did not have the autopilot to help me hold the wings level. Pay attention, remain calm, and take your time. Are you equipped to handle an in flight emergency? I know how much it helped me to have some key back up equipment available when I really need it. I have hauled this equipment around in my planes, and rental aircraft for many years, and never used it, until now. Many times I have considered leaving it behind. Why bother to replace the batteries every year? Why spend the money, and take up the space in your already cramped plane? I sure am glad I did. Having the proper equipment on hand turned my in flight emergency into a manageable situation. It could have very easily had a tragic ending.

Here is the emergency equipment I always have readily available in the aircraft: Fire extinguisher, Hand held radio with external antenna jack, headset adapter, and two sets of new batteries. Hand held GPS with two sets of new batteries. Mine is an old unit, but it works. Two FAA legal flashlights and a small flashlight attached to my headset with spare batteries. Are you prepared to spend a cold winter night in a field somewhere? I would hate to survive the "dead stick" landing, only to freeze to death before rescue personnel could find me. Dress for the outside conditions, and put the following minimum survival equipment in the back of your plane. First Aid kit, space blanket(s) Flare gun, strobe, and small tool kit Water, water purification tablets, knife, compass, Water proof matches and power bars. I also add extra blankets in the wintertime. My kids usually use them in the back seat anyway. And, for over water flights, I also include a life vest for each passenger and an inflatable raft.

The additional cost to be prepared is minimal. The cost to you if you are not prepared may be great. Take the time and spend the money. If you can afford to fly, you can afford to be prepared. My family enjoys the added convenience and freedom flying gives us. I consider our emergency and survival equipment a small investment in my family's future.

Article Submitted by: Bill Artzberger, 1Lt, CAP Blue Water Composite Squadron GLR-MI-011

Source: C Grant Taylor, LTC/CAP Public Affairs Officer - Ph.# 810/364-8036 - gtaylor@advnet.net

The following article was published in the March issue of "Flight Lines." A newsletter published for the Blue Water Composite Squadron at St Clair County International Airport. Lt Artzberger is an instrument rated commercial pilot.

This is not just food for thought, as the saying goes, but food to live and grow by in safety.

Civil Air Patrol Goes High-Tech

The Civil Air Patrol (CAP), the civilian auxiliary of the U.S. Air Force, has selected two contractors to provide new eyes in the sky for its aircraft. The hyper-spectral imaging sensors and a visual computing network allows a sensor on a moving aircraft to detect objects on the ground by picking up light reflected from those objects. The imaging equipment can detect both man-made and natural objects that have a known spectral "signature," or can be used to survey a scene to determine what is out of place. It can also detect man-made objects such as a crashed aircraft and can even search for specific types of material such as marijuana plants, if the item's signature is programmed into the imaging equipment. The visual computing network (VCN) gives users a three-dimensional view of satellite images, therefore making mission planning, rehearsal and performance more effective. Both ground and air crews can use the VCN, and CAP officials feel both the VCN and hyper-spectral imaging can enhance the auxiliary's operations. Funding for the new equipment is coming from the Air Force, which has moved CAP under its Homeland Security Directorate and has been stepping up security missions for the all-volunteer, 64,000-member auxiliary.



Source: Lt. Col. Michael Saile, MIWG HLS

Directors Giving Briefings at General Membership Meeting Held in Flint 11 October 2003



Major Acardo (Upper left) briefs on Operations - (Upper left center) Cadet Programs briefing - (Upper right center) Lt. Chesney briefs on Communications - (far upper right) Lt. Col. Padavan reads announcements (lower left) members in attendance

Do You Know Your Wing Staff Members?



Lt. Col. Leo Burke
Michigan Wing
Vice Commander



Colonel Gary J. Mayo
Michigan Wing Commander



Lt. Col. Ronald Padavan
Michigan Wing Chief of Staff



Lt. Col. Sherry Jones
National CISM Advisor



Lt. Col. Patrick Melville
Director Personnel



Major Barbara Melville
Asst. Administration



Captain Charles Cook
Communications Licensing

ADRIAN COMPOSITE SQUADRON SHOWS ACTIVE SUMMER-FALL SCHEDULE

Under the leadership of cadet Commander Jeremiah James, three new cadets in the Adrian squadron of Civil Air Patrol have this fall embarked on a training program that will open the world of aerospace education and disciplined community service to new recruits. James took over Cadet Squadron leadership from Jason Knoke, who had taken flight training through CAP at a camp in Virginia last year, is now a student at Jackson Community College and its Flight School operated locally as part of its academic and vocational offerings. James is showing the way to the new recruits by his attainment of the Billy Mitchell Award. Another recent cadet Commander, Luke Forrest, of Addison, is now a sophomore at Siena Heights University in Adrian, excelling in Field Events of the Track team, while cadet officer Ben Scholl has also moved on to studies there. Former cadet officer Josh Anderson of Clayton is now studying at Tri-State University in Angola Indiana.

Meanwhile, senior members of the Adrian Composite Squadron have been busy in training and support activities. Two groups of 15 supporters took part in Michigan International Speedway races this summer, providing needed expense money for the squadron. Former member Kim McCaughtry flew in from Tampa FL to join the Squadron's delegation of ticket-takers at MIS. There were two practice Search and Rescue Missions in the area, with five of the Adrian Senior members taking leadership roles.

Col. William Groover was in Air Operations control, Maj. Rod Hokenson was Information Officer, and three members were Ground Team leaders or members, Maj. Dan Thompson, Maj. Ken Tucker and Lt. James Tucker. In observance of the 100th Anniversary of manned flight, three local Squadron members motored to Dayton International Airport for the official Wright Brothers recognition event in July. The three leading close formation squadrons in North America all performed the same day, and the three Adrian men were awestruck with the array of aerobatics and fixed displays available. A video of the event taken by PAO Rod Hokenson will be shown at squadron meetings.

Article by: Major Rod Hokenson, PAO Adrian Composite Squadron