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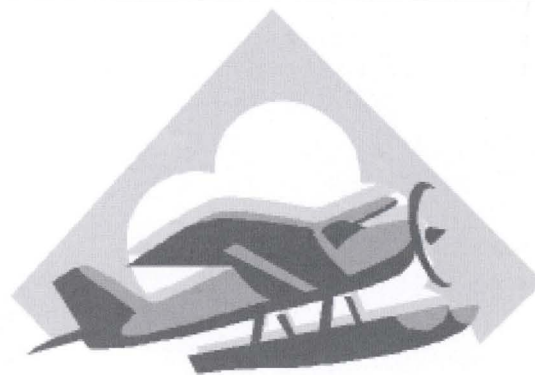


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Col Mike Beason

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All photos are CAP photos unless otherwise indicated.



Commander's Comments

By Col Mike Beason, Wing Commander

CAP Year in Review for 2006

We have finished the fiscal year 2006 in South Dakota CAP and have a lot to be proud of. I'm taking a moment here to review some of what we did in 2006.

FLYING HOURS: We flew 1504.5 hours in our aircraft this year, or an average of 302 hours per aircraft. This placed us in **SECOND** place nationwide in terms of flying hours per aircraft. Because of this and our good safety record, we are among the first states to receive a second "glass cockpit" Cessna 182 soon. The second aircraft will be in Sioux Falls for the pilots there to use. To fly this record number of hours, our aircrews flew a variety of missions for CAP, the USAF, the state of South Dakota, and our own personal proficiency. I have listed some of the primary missions below. Thanks to all aircrew members who put in countless hours supporting these missions.

MISSIONS

- Low Level Routes Surveys: Sioux Falls flew 44 hours

surveying the Air National Guard's low level jet routes last summer. This mission normally requires a slower aircraft than an F-16 or B-1, so our CAP aircraft work well for these missions. They covered over 5150 miles on the surveys.

- SARs: CAP flew 10 actual SAR missions this year. Most of these were based on satellite ELT hits from AFRCC. CAP flew 203 hours during these missions this year. Most also had ground teams on the ground to find and silence the ELTs.
- SAR training: We had 8 SAR/HLS (Homeland Security) training missions around the state during the year. In addition to the flight and ground team training, we also did joint training with sheriff departments and dog handling teams. We flew 247 hours of time during these missions.
- CD training: We had one Counter-Drug training

Continued...



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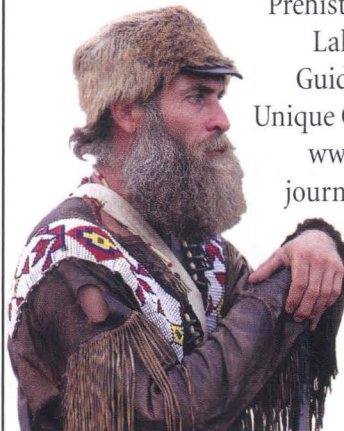
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South Dakota Wing supports Vietnam Memorial September 16. This picture, from a CAP aircraft, shows part of the estimated 32,000 people who attended the ceremony unveiling and dedicating the sculpture honoring and remembering South Dakotans who served in Southeast Asia. CAP officers and cadets from around the state “worked” the ceremony, tasked by the managers of the event.



CAP float for Vietnam Veterans Memorial Parade in Pierre, Sept. 19, 2006.

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CAP Year in Review for 2006

Continued . . .

mission this year in Aberdeen. Aircrews primarily flew photo sorties to train on our SDIS (Satellite Digital Imaging Equipment) gear. We also flew sheriff department, police department and state police personnel on these missions to show them our capabilities.

- Fire missions: With the high danger for fires in South Dakota this year, we were asked to be on call 24/7 for flights with the state fire personnel. We flew 47 hours on these missions last summer, doing fire spotting, fire observation, and transporting fire personnel to various fires. We were also used in GPS mapping of the boundaries of a fire north of Wall. One other thing we did associated with fires is to participate in the state's annual fire training exercise in Custer State Park. During this training, while cadets assisted in the base camp on the ground, our aircrews practiced photo work over fires and assisted in training for an airborne fire boss.
- SDSU missions: An ongoing mission we've done for about 7 years is flying animal tracking flights for SDSU wildlife studies. These flights are paid for from state funds, to include grants from various federal and state agencies. The types of animals being tracked now include lions,

grouse, fox, turkey, and pine martens. We flew 242 hours for the state in this mission last year.

- ROTC flights: Another mission we do that is connected with SDSU is flying orientation flights for Air Force ROTC cadets at SDSU. Col George Colombe flies most of these and logged 10 hours last year.
- Cadet flights: Our CAP cadets also get orientation flights. In the past year we flew 61 cadets and 62 hours giving orientation flights. In a new aspect of the program, we also gave 31 glider flights this year during our AE (Aerospace Education) weekend in Philip.
- Cadet flight training: We have had one cadet receive his private pilot license this year, Cadet Travis Rupp from Rapid City. It was completed in 41.4 hours total time. Only 1.4 hours over the FAA minimum. He is currently at Embry Riddle Aeronautical University majoring in Aeronautical Science in conjunction with his involvement with NAVY ROTC. He is expected to have his Instrument rating done by the end of this semester. Two other cadets, Peter Schemmel in Sioux Falls and Cory Mergen in Rapid City have started training. Three more are preparing to start, two in Spearfish and one in Rapid City.

EVENTS

- Encampment: The annual encampment for cadets was held in Devils Lake, ND, once again this year. Twenty-six cadets from SD Wing attended this leadership encampment for a 10 day period. Then Cadet Lt Col Susanna Marking from Brookings was the Cadet Commander for the encampment.
- DDR Fatal Vision Goggles. These goggles were obtained through the National DDR program. They have been used by several squadrons as well as a few school systems. All squadrons are welcome to use them for 2 weeks per time at any time during the year.
- Wing Conf: One hundred CAP members converged on Brookings in April for the annual wing conference. The one day conference was held on the SDSU campus and consisted of meetings, training, awards and a banquet.
- Mt Rushmore Marathon: Custer, Spearfish, Pierre, and Rapid City CAP members joined forces to provide road traffic control for the Mt Rushmore Marathon in the Black Hills this year. With over 700 runners, traffic control is necessary to protect the runners and the public during the marathon.
- Sioux Falls Airshow: CAP members from across the

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CAP Year in Review for 2006

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state came together in Sioux Falls to assist in crowd control and auto parking at the airshow in Sioux Falls. Besides these activities supporting the show, members also manned a CAP recruiting booth and gave out information about CAP at the two CAP aircraft that were on display.

- Vietnam Veterans Memorial Dedication: For one of the biggest parades ever in South Dakota, CAP members went to Pierre to assist with crowd control, helicopter flights and aerial photo work in supporting the dedication. This three day event gave plenty of opportunity of for the citizens of South Dakota to see our members in action. In addition, CAP had a float in the parade, which featuring a scaled down version of a Piper Cub, one of the original aircraft used by CAP pilots. The float was built by Philip and Pierre squadrons. Riding on the float were CAP members who were also Vietnam era veterans.

SPAATZ AWARD: For the first time in 15 years, a South Dakota cadet has achieved the highest honor in the cadet program. Cadet Colonel Susanna Marking passed her Spaatz test on August 24th to become only the eighth cadet in SD to earn this award. She is also the

AWARDS FOR 2006

Gen. Carl A. Spaatz Award



Susanna B. Marking

Amelia Earhart Award



Cole T. Adema

Gen. Billy Mitchell Award

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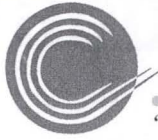
Libby B. Marking



first female cadet in SD to achieve this. The award consists of a very demanding 4 part test that most do not pass the first time around. Cadet Marking has been a CAP member since May 2000 and worked hard to achieve this distinction. For those of you at wing conference in Brookings this year, Cadet Marking was the project officer for the conference, probably the first time in SD that a cadet has run a conference. She has also been the

SD representative to the North Central Region Cadet Activities Council and recently became the president of that committee. This award is normally presented to the cadet member by a state governor, congressman or general officer. Her award was presented to her on October 21st in Pierre by Brigadier General Jerald Engelman, the Deputy Adjutant General in the North Dakota National Guard.

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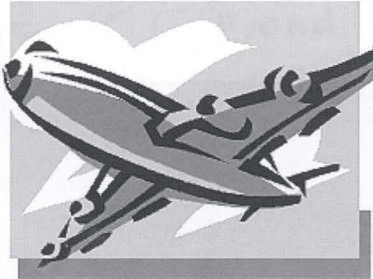
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- IVEN RENDALL -
 'Reaching for the Skies' 1988

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RED (SEVERE) Severe risk of terrorist attack or disaster operations

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ORANGE (HIGH) High risk of terrorist attack or disaster operations

Action: CAP resources will be placed on ORANGE ALERT status. Selected staff personnel, rapid response teams, and selected mission aircrews and ground teams will be placed on TELEPHONE ALERT and should prepare for possible deployment. CAP resources including CAP emergency operations centers, aircraft and ground vehicles will be inspected to determine operational status. Communications nets, particularly HF-SSB nets, between Wing HQ's, Region HQ's, and National HQ will be conducted at least once daily during Orange Level Operations. Security of resources shall be checked. Report status as directed.

YELLOW (ELEVATED) Significant risk of terrorist attacks or disaster operations

Action: Coordinate emergency plans with nearby local authorities. Put contingency plans into action if necessary. CAP emergency service personnel and resources including CAP emergency operations centers, aircraft and ground vehicles will be checked to determine operational status. Communications nets, particularly HF-SSB nets, between Wing HQ's, Region HQ's, and National HQ will be conducted at least weekly during Yellow Level Operations. Report status as directed.

BLUE (GUARDED) General risks of terrorist attacks or disaster operations

Action: Check to ensure communications links with emergency response teams work. Increase training and preparation for the staff, air and ground teams. Review and update emergency procedures. Coordinate, maintain, and update current Memorandums of Understanding (MOU) with partner agencies. Provide CAP personnel with whatever information is necessary.

GREEN (LOW) Low risk of terrorist attacks or disaster operations

Action: Refine plans for emergencies. Train staff on emergency plans and capabilities. Maintain resource capability. Meet with external organizations to present CAP support capabilities and to develop new MOUs.

Airplanes Go Ballistic

By Capt. Chris R. Storey, Associate Editor, Eagle Call

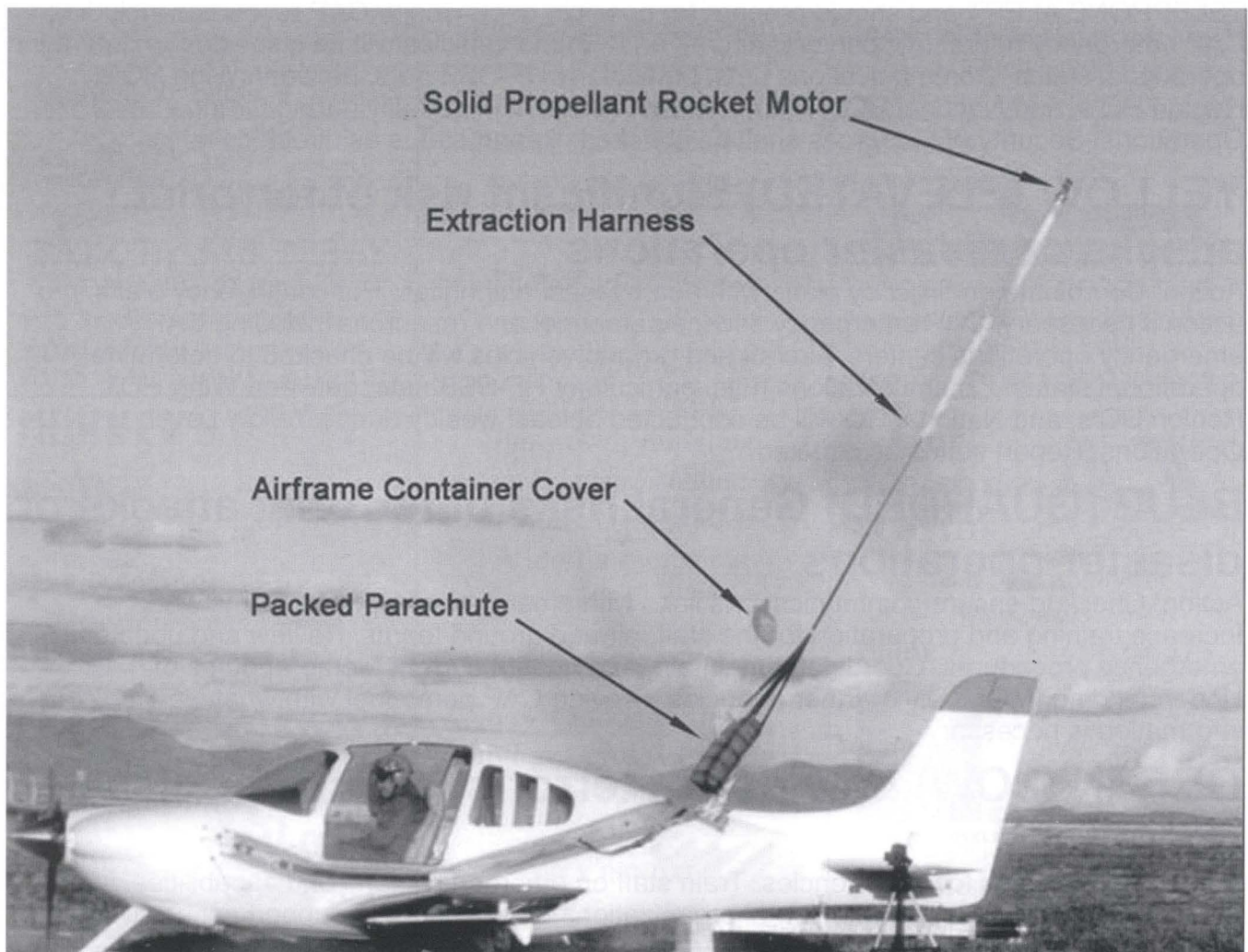
The Growing Prevalence of Rocket-Propelled Parachutes Pose Potential Hazards to Ground Teams. Advice on What—And What Not—to Do.

FULLERTON—Civil Air Patrol ground teams and urban direction finders are altogether more likely to offer assistance at a traffic collision than encounter an airplane crash. Still, once

they're on the trail of an emergency locator transmitter (ELT) or chasing down a last-known position (LKP), emergency services teams don't know if they will find an inadvertently acti-

vated distress beacon or the wreckage of an airplane. CAP trains them to treat every incident as life threatening.

Like the traffic collision, plane crash sites have similar

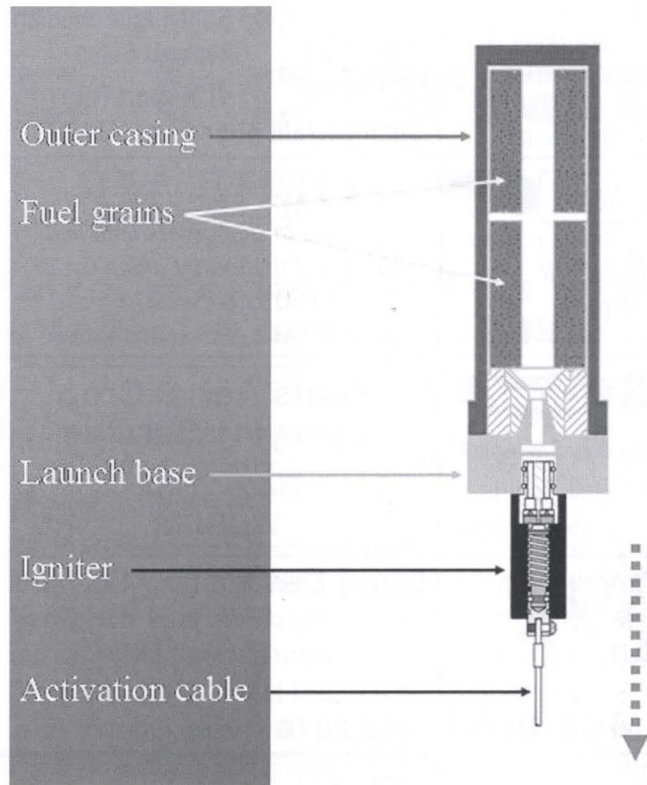


obvious and sometimes hidden dangers (see “Yellow Lights on Electric Avenue,” *Eagle Call*, Spring 2006). One potential hidden hazard is a crashed aircraft outfitted with a live rocket-deployed emergency parachute system. Ironically, though designed to save lives, these ballistic parachutes have the potential to cause injury or death to the unsuspecting rescuer.

Ballistic parachutes are designed to do one thing: Get a light plane safely on the ground in the event of pilot incapacitation; mid-air collision; structural or control failure; or engine failure at night over rough terrain or over water. They are intended for use when all other options for a safe landing are exhausted. The leading manufacturer of ballistic parachute systems, Ballistic Recovery Systems (BRS), St. Paul, Minn., claims to have saved 188 lives since 1981.

When the pilot pulls an emergency release handle, a 55-foot diameter parachute deploys with the aid of a solid-fuel rocket motor from a specially designed canister attached to the airframe. The parachute allows the plane to descend in a flight-level attitude and cushions the landing impact. Parachute deployment is extremely fast and, under ideal circumstances can potentially save the aircraft when deployed as low as 300 to 500 feet.

BRS systems come factory standard on the Cirrus Design



EXPLOSIVE DIAGRAM: BRS's life-saving rocket design.

Corporation's SR22 and SR20, and can be added as an aftermarket item on ultralights and other home-built aircraft. They are FAA certified for installation on the Cessna models 150, 152, 172, and 182. The newest generation of Light Sport Aircraft such as the Flight Design model CT, and sport aircraft from Symphony Aircraft, can likewise be upgraded or retrofitted. The company says that worldwide, 20,000 systems now fly on various general aviation aircraft. As the popularity of sport aviation increases, more aircraft manufacturers will enter this growing market. That means CAP teams are likely to see more and more aircraft equipped with ballistic parachutes.

At the scene of an accident, one can't count on the victims to

be in a position to warn you that the aircraft is equipped with a ballistic parachute, but if they're lucid, ask them. Even if the passengers escape injury, the damaged aircraft with an unfired rocket intact still poses a threat to emergency responders. So prepare to recognize some of the components in the wreckage, or even identify the BRS parachute logo on the aircraft. Remember, the Cirrus SR22 and SR20s are *all* parachute equipped: You just have to recognize the distinctive profile.

Ballistic parachute systems are installed in various locations according to aircraft design. On ultralights, the parachute canister and rocket motor are typically mounted on the underside of the open frame. On Cirrus

Continued on page 17...

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Aberdeen Group Steps Forward

By Emily Arthur
American News Writer

Civil Air Patrol provides cadets with valuable lessons, self-discipline

Posted on Sat, Dec. 02, 2006

As 14-year-old Noble LaCroix waited to run through his Civil Air Patrol drills on Thursday, he was all smiles and laughs. But as soon as the drills began, LaCroix's face turned stern and serious.

He was all business.

"I got involved in Civil Air Patrol because I wanted to learn to fly," said LaCroix, a cadet who joined in June. "I've done two flights in a glider. I didn't get to fly it, but it was great. The first time, I was like "wow".

On Friday, the Civil Air Patrol, the official civilian auxiliary of the U.S. Air Force, celebrated 65 years in existence. While the group hasn't been in Aberdeen that long, it is active and seeking new recruits.

In South Dakota, there are nine squadrons. They are in Sioux Falls, Aberdeen, Rapid City, Pierre, Phillip, Brookings, Spearfish, Yankton and Custer.

"(Civil Air Patrol) is a big secret," said Capt. Dave Shultis, whose son, Major J.D. Shultis, is also heavily involved in the program. "It's something that's probably not as well known as it should be, based on the benefit it has on young people."

The Civil Air Patrol was

founded in 1941, less than a week before the attack on Pearl Harbor, which led to America's involvement in World War II. Now, the nonprofit organization has about 57,000 members nationwide, and performs 95 percent of the inland search-and-rescue missions in the United States. Its members also lead efforts in aerospace education, perform homeland security tasks, lead disaster relief and counterdrug missions and mentor more than 22,000 kids who participate in the Civil Air Patrol's cadet program. About 10 officers and cadets participate locally.

In Aberdeen, the cadet program is a big part of the organization.

Open to youth: Youth, ages 12 to 18, can join at any time. Once they reach 18, they have a few choices: They can switch over to a different leadership program or they might choose to join the military. When they turn 21, they can become officers in the Civil Air Patrol. Anyone is welcome to join. If an adult joins, he or she will become an officer.

J.D. Shultis first got involved in the program in 1989 when he was 16.

"At the time, I was really interested in the Air Force," J.D. Shultis said. "I liked aircraft and aerospace."

Dave Shultis said it also provided his son, and all the cadets who have come after him, a place to meet others, get discipline, and for those who want to go into military service, a perfect place to gain experience.

"It's a big benefit in their lives," Dave Shultis said. "They learn a lot of skills interacting with others."

Training: Cadets are expected to go through physical training exercises, educational exercises and other studies that help with search-and-rescue techniques. Most of the training happens at the Thursday meetings. In return, they get valuable lessons, meet good friends and get a sense of self-discipline that may be missing in their lives, J.D. Shultis said. They also get the chance to learn how to read a compass, how to operate radios and even learn to fly.

In addition to the cadet program, the Civil Air Patrol also has programs dealing in aerospace education and operations, which include search and

Continued . . .

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Aberdeen Group Steps Forward

Continued . . .

rescue, disaster relief, homeland security, and counterdrug reconnaissance. The cadets and the officers may be called to participate at any time.

J.D. Shultis said the aerospace education isn't only available to Civil Air Patrol members. The organization has educational materials, which are often given to schools or other groups.

Always ready: In the area of operations, officers and cadets have to be ready at all times. There's no telling when they might be called to help. Dave Shultis said they get called to search-and-rescue missions about one to two times a year.

When planes go down, the Civil Air Patrol is notified right away. They'll use a transmitter and other technology to help locate the aircraft. They may get called in missing-persons cases, as well. In theory, officers could be called out of work and cadets out of school.

When the cadets and officers aren't attending their weekly meetings - Thursdays from 7 to 9 p.m. at the National Guard Armory on South Roosevelt Street in Aberdeen - they participate in a variety of community activities, including National Night Out and helping to park cars at the Brown County Fair.

So far, the experience has been one LaCroix wouldn't change for the world. It even factors into his future plans.

"I want to own my own hangar and get a plane," LaCroix said. "I love to fly."

For more information about the Civil Air Patrol in Aberdeen, contact J.D. Shultis at (605) 290-3611 or Dave Shultis at (605) 225-4415. Those interested are also welcome to attend a weekly meeting to see what it's all about, Dave Shultis said.

Interested parties can also check out more information on the Civil Air Patrol at www.cap.gov or www.sdcap.us.

★

Airplanes Go Ballistic

Continued from page 13 . . .

airplanes, they are invariably installed in the stowage area, just behind the baggage compartment (a warning is posted on the fuselage—but don't count on it being readable under a number of conceivable accident conditions, or even at night). On Cessnas, the parachute canister is in the left rear baggage area as viewed from the front. The rocket motor is further outboard and to the left, just under the rear window. On most installations, plastic or fiberglass covers protect the components and hide them from not an armed, hair-trigger device waiting to explode. Built in safety features make it safe and reliable. Acti-

vation requires a deliberate pull of 30 to 40 pounds to activate the igniter and launch the rocket motor. When pulled, the release handle will travel approximately two inches before encountering built-in resistance. At that point, only about 7/16 of an inch of additional cable pull will activate the igniter and launch the rocket motor.

After a significant crash, the airframe might be broken up or distorted. The mechanical cable connecting the emergency release handle to the rocket motor igniter might have been stretched nearly to the ignition point. If this connecting cable is fully stretched, moving the

damaged aircraft can provide the additional 7/16 of an inch of travel needed to trigger the igniter.

Yes, there is risk at the scene of an accident, but it is easily minimized. Above all else, take whatever steps necessary to keep California Wing's most valuable asset—that would be you—safe.

Capt. Storey is the Emergency Services Officer of Fullerton Composite Squadron 56, and is active in CAP ES. Capt. Storey is a certified SARTECH II with the National Association of Search and Rescue (NASAR), and a California state licensed Emergency Medical Technician.



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Contributed Pictured are members of the winning Civil Air Patrol Color Guard team. From left are: Cadet SSgt Victoria Cachro of Hot Springs, Cadet SrA J. T. Claymore and Cadet A1C Justin Bierwirth of Custer, Cadet SSgt Angelica Cachro of Hot Springs along with Cadet 2d Lt Libby Marking and Cadet A1C Lance Claymore, who are also from Custer.

Local Color Guard Wins Honors

Republished with permission from the Hot Springs Star Newspaper

November 14, 2006 paper

In late October, a Civil Air Patrol (CAP) Color Guard composed of youth from Custer and Hot Springs won top honors at a state-wide competition for all CAP units.

Competition events included a written examination, raising and lowering the flag outdoors, presenting the colors indoors,

physical fitness testing, and carrying the colors at a parade. The judges were from the Ellsworth AFB Honor Guard.

At the end of March, the team from Crazy Horse Composite Squadron will go on to represent South Dakota at a regional competition in Kansas against the best from six other

states.

The local Civil Air Patrol unit meets at Custer County Airport every Thursday evening at 7 p.m. Our cadet program is open to boys and girls who have competed the fifth grade and are at least age 12. Visitors are always welcome. You may call 673-2025 for more information.

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~ by Shel Silverstein ~

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the courage
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SOUTH DAKOTA WING FY 2006 Cadet Programs Recap



*By Capt Dave Marten
SD Wing DCP*

FY 2006 was a banner year for South Dakota Wing Cadet Programs! Wing Cadet Activities were established with the goal of providing Cadet Leadership opportunities and focused activities covering each of the mission areas designed to establish a repeatable, predictable schedule as well as focus Squadron training efforts.

2006 Wing Cadet Activities consisted of the following events:

Cadet Non-Commissioned Officer (NCO) Academy

Nearly forty cadet NCOs gathered at the Sioux Falls National Guard Training Facility to participate in this first wing-level Cadet Professional Development School. C/CMSgt Ann Ziegler formulated the curriculum and led a team of cadet instructors to strengthen the core of South Dakota's cadets. Based on the success of the 2006 Academy, the 2007 Cadet Leadership Academy will be expanded to both an NCO Academy and an Airman Leadership School focused on the development of our state's youngest cadets

Aerospace Weekend

Philip Composite Squadron hosted South Dakota's first Aerospace Weekend in which over 40 cadets participated in hands-on activities including Glider Flights, Powered Orientation Flights, Motor-Glider flights, and the building and launching of Model Rockets. LtCol Gary Hewett was instrumental in establishing a glider program in which this activity was its first debut. 29 initial glider orientation flights were flown! Cadets also racked up over 58 hours of powered flight consisting of 29 front seat hours and 29 back seat hours. Cadets completed all the hands on training required for their model rocketry badge by building and launching individual rockets as well as building two additional rockets in flights of four. A total of 60 successful rocket launches occurred!

Joint Dakota Cadet Leadership Encampment

Over 30 South Dakota Wing Cadets traveled north to North Dakota to attend the 2006 Joint Dakota Encampment. South Dakota's own C/Col Susana Marking commanded a highly successful encampment. Cadets who attended gathered valuable training which will contribute to a challenging South Dakota led 2007 Encampment.

Ground Team Training School

Cadet Programs took the lead in establishing a South Dakota Ground Team Training School. Forty Cadets and Officers attended this four-day training event. A remarkable job

Continued . . .



CAP glider take off at Philip's Aerospace Education weekend on June 3, 2006.

was done by 1LT Peter Coates in laying the groundwork for future years in establishing this school. All in attendance received valuable training. This activity will become an annual event and will be jointly run between Wing ES and Cadet Programs. The 2007 School has received ES training funds and will include a basic GTM 3 course as well as an advanced GTM ½ course. Course graduates from 2006 will be invited back to attend the Advanced school and step into instructor roles. Course graduates will earn the right to wear the Cadet Advisory Council designed SD Ground Team patch.

Cadet Flight Scholarship

The South Dakota Wing Cadet Advisory Council established the Bud Lundgren Memorial Flight Scholarship which will award 2-3 \$800 dollar flight scholarships annually to South Dakota Cadets. The Council developed application guidelines, criteria, and procedures demonstrating the effectiveness and capabilities of the Advisory Council. The 2006 scholarship winners are Cadets Ziegler and Anderson from Lookout Mountain. Congratulations to them and we look forward to awarding next year's scholarships!

Cadet Competition

The Cadet Competition concluding FY2006 was recently held in Pierre. Cadets from 6 Squadrons competed in the Color Guard Competition and Drill Team tryouts. Crazy Horse Squadron nearly swept all events in the Color Guard earning the right to represent South Dakota in the regional competition. Col Marking hosted the Dakota Calvary Drill Team tryouts in which the best cadets from the state will form a composite team to compete for the North Central Region title and a shot at National Cadet Competition.

In summary 2006 was a tremendous year for Cadet Programs and set a foundation of new annual activities in which to build upon. My sincerest thanks to all the Cadets and Officers who contributed to making 2006 such a great success. ★

How a SOW Changed CAP's Now

By Capt. Frank Geraty, Director of Public Affairs

Seasoned Officers Wonder Whether This Shall Be The Winter of Our Discontent or the Start of a Spring Renewal

VAN NUYS—Rumbles of discord from long time members cry out for answers. "This is not the Civil Air Patrol I joined years ago," they say. "Things are getting too complicated." "What happened to the organization I remember that just did the job," comes the clamor, "where the only uniform I owned was a flight suit? Can someone tell me what the heck happened to *that* CAP?"



SEAL OF DISAPPROVAL:
Incoming CAP crest eliminates reference to the USAF Auxiliary of the past.

I was a part of that CAP a few years back myself, before work took me out of state. Eventually I was transferred back to California. It was just before 9/11. When the national tragedy happened I



TAIL OF TWO CAPs: Because of changes in our tasking, Civil Air Patrol must fly without showing its Auxiliary colors.

felt obligated to return to do my part, however small. I was surprised to find that CAP had become a very new organization with a similar name and with outwardly the same missions. I started asking questions of our top-level brass.

Here's some of what I found. The first shoe of the new era dropped in 1999 when the USAF and the corporation named the Civil Air Patrol (Inc.) got together and decided to create, for the first time, a watershed document that has been associated into the corporate constitution and bylaws. It

Continued . . .

How a SOW Changes CAP's Now

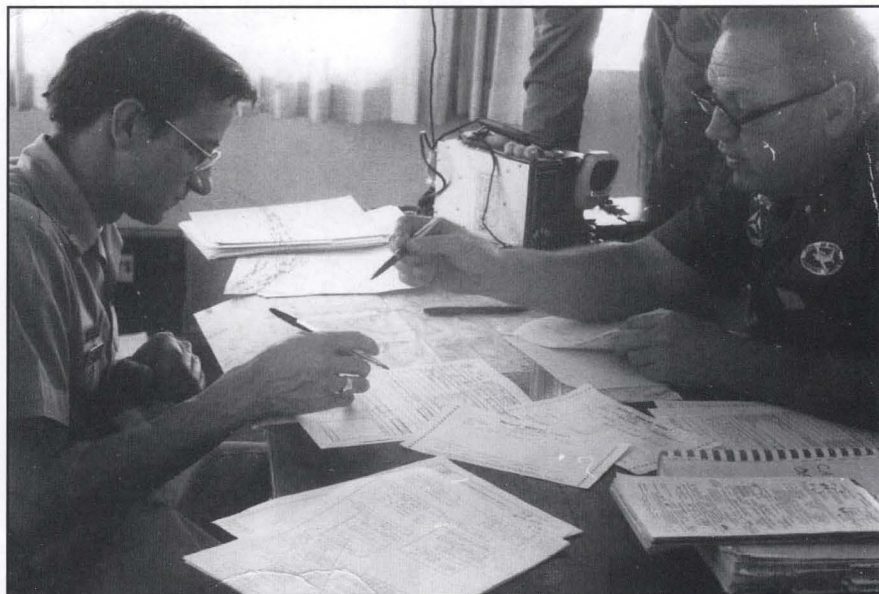
Continued . . .

is a formal Statement of Work (SOW) between CAP and the USAF. It was the first time ever that this relationship had been codified, and truthfully, has been the subject of interpretation and review ever since—hence many of the “changes.”

Sometimes change means confusion. The two organizations have suffered predictably. A formal “change management” process began early 2005 to address these issues, and is ongoing. CAP Legal officers, including our own California Wing legal officer, members of Congress, and USAF participants are actively involved in this SOW review process. It continues today.

Some characteristics of the earlier Civil Air Patrol persevere. It is still an independent organization, existing as a separate entity, longer than the Air Force itself. CAP receives funding largely from the USAF in support of our primary missions of emergency services, aerospace education and cadet programs. CAP serves other organizations that are neither funded nor a part of the Air Force nor included in the SOW. When executing those non-USAF missions CAP is not allowed to represent itself or its membership as the auxiliary of the USAF but rather as simply officers of the Civil Air Patrol.

The most visible result of today's interpretation of the SOW is the removal of the USAF AUX markings on CAP seals and our corporate aircraft, some of which had only recently been added. That raises a natural question: Are we the official auxiliary of the U.S. Air Force or not? The



BLACK AND WHITE: A CAP mission base in the late '70s.

answer won't be to everyone's liking: “Only when actively performing missions that are requested specifically by the USAF.” That distinction is drawing a lot of attention.

A new functional system, when CAP works under the SOW as the auxiliary of the Air Force, is the active mission management tool WMIRS (see Col. Prusak's column in this issue). It is such a powerful communication and coordination tool, a new standard mission procedure, that it enables us to perform a far greater range of USAF AUX mission services on a coordinated local, regional, and nation wide basis. WMIRS-documented missions are perfect examples of where CAP puts on its Auxiliary “head cover” while performing its USAF AUX role.

Our new operation security (OPSEC) requirements relates to the USAF-AUX jobs alone. In fact, it has no application to CAP's other roles, except insofar as other agencies that may be on a

need-to-know basis, per OPSEC. Those relationships are spelled out in separate Memorandums of Understandings (MOUs) between California OES, the Red Cross, and other organizations and the Civil Air Patrol (Inc.). They receive CAP services (*not USAF Auxiliary*), for which there are separate, non-USAF funding sources. MOUs fill out CAP's other corporate service roles and responsibilities from time to time and are what distinguishes the name under which we operate and the wide variety of services CAP performs.

So like much of the technology CAP uses, CAP has changed, too. One thing has remained constant: Change. The CAP story is not complete. CAP will continue to evolve, and I trust it will do so for the better. Aspects of CAP can be likened to phrases like “This is not your father's Oldsmobile....” And, personally, I think that it shouldn't be either.



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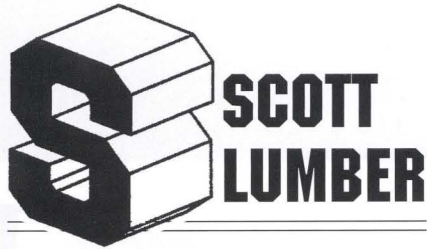


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