

NorCal "High-Bird"

July 1, 2003
NorCal Group 5

A Quarterly Publication of Group 5 CAP



Coming in our Next Issue:

- New series: 'Fast Track for the First Year Member'
- Staff Profile: Capt. Dave Siemiet, Cadet Programs Officer
- The latest on Cadet Programs



Public Affairs

Group 5 Under New Command

On June 1st, LtCol. Ray Peterson assumed command of Group 5.

Previously LtCol. Peterson was the commander for Squadron 23 in Novato.

LtCol. Peterson is a long-time and valued Civil Air Patrol member. He joined the CAP over 51 years ago and was a cadet at the Concord squadron. He later met his wife, who was also a CAP member at the time, at an encampment held at the former Mather Air Force

Base in Sacramento. His wife is currently a member of Squadron 157 in Santa Rosa.

LtCol. Peterson is a true believer of what CAP stands for, and the missions for which it is tasked.

He attributes his own early success to his involvement in CAP, and the exposure he received as a cadet to good leadership within the squadron.

He also attributes his career success, as a Finance

Manager for AT&T, to his lifelong work as a volunteer in CAP and also as a reservist in law enforcement.

Ray is fully qualified in virtually all SAR capacities of air and ground operations, Incident Commander, Mission Information Officer, and more.

We welcome LtCol. Ray Peterson as our new commander and look forward to learning from his vast experience.

2Lt. Steve Taylor

Public Affairs

Staff Profile: Kevin Spesert – Legislative Affairs

Kevin joined CAP and Group 5 a few months ago as our Legislative Affairs Officer. For the past 5 ½ years he's served as the Deputy District Director for U.S. Congressman Doug Ose. In addition Kevin served as the Congressman's Campaign Manger for his 2000 reelection.

Kevin grew-up in Woodland CA. where he currently lives with his wife and their four

daughters. Graduating from Woodland High School, Yuba Community College, and Sacramento State University, he now studies law at Northwestern California School of Law.

He's active in numerous civic activities, currently serving as a Planning Commissioner for the City of Woodland and has served as a Commissioner for the City of Woodland Park,

Recreation and Community Service Commission. Kevin is also busy with flight training and expects to get his pilot's license this fall.

"As the Legislative Affairs Officer, I look forward to using my experience to further the CAP mission and help to lobby for funding to enhance the services that our organization provides."

Welcome aboard Kevin!

2Lt. Steve Taylor

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Emergency Services - SAR

Group 5 Members Search for Missing Pilot

Late Sunday evening, May 25, Randolph Hietala, 61, took off from Mendocino County Airport near Little River in his Cessna 172. His destination was Nevada County Airport. He never arrived. Family and friends reported him missing the next day, and the official search began.

A search base was opened at Ukiah airport. For the next 8 days CAP flight crews using 22 aircraft would fly 400 hours. Over 200 CAP

personnel expended 2400 man-hours desperately searching for Mr. Hietala. Several staff from Group 5 squadrons participated in the search effort, including members from Southern California.

The search area covered the entire planned route of flight, as well as the coastline in Mendocino County where ground crews were dispatched. Unfortunately the intense search was unsuccessful. Radar tracks

showed a plane heading westbound over the ocean from the last known location. Although not in communication with radar facilities, the tracks may have been that of Hietala. Exhausting all known leads the search was placed on "hold" status on June 3. The AFRCC has since suspended the mission, which can be reopened if additional information is discovered.

2Lt. Steve Taylor



*Be prepared:
Get your Emergency Services
("ES") rating and card now.
And stay current!*

Aircraft Management

Without a Reservation You Fly Standby

Before you can be cleared for takeoff, you first have to reserve a plane. There have been several instances of aircraft gone with no record of scheduling in the WMU.

It's been policy that the aircraft-scheduling tool in the WMU is the only approved procedure for scheduling our aircraft. **Take note that if the aircraft is gone and the WMU was**

not used to schedule, that individual will be grounded for the use of that aircraft until approved again by the Group Commander. Here are some tips to help you avoid unnecessary delays or grounding:

- 1) Before calling for flight releases, check the WMU and make sure the aircraft is available. If available, schedule it under your name.
- 2) If you schedule the aircraft and find later you cannot make the time you have indicated, go back and

cancel the time on the WMU as a courtesy to your fellow pilot, so others may use it.

3) A no-show is considered as 30 minutes past the time originally scheduled. If a no-show occurs and another crew shows up, that crew can call for a release, which will be granted under the normal flight release guidelines.

If you have questions or concerns regarding this policy, please contact any one of the aircraft managers.

1Lt. Bill Slavensky



*Be prepared:
ALWAYS keep your information
up-to-date in the WMU.*



Aircraft Management

A Reminder on Costs, Fuel, Leaning

The costs for aircraft use are per the CAPR 173-3. For us this translates to a dry rate of \$32/hour for the C-182, and \$42/hour for the Bonanza.

The policy of refueling is that each pilot is responsible for refueling the aircraft

completely (this means to the very top) after each flight. The aircraft has been found to be as much as 5 gallons low after a flight. That means the next pilot then has to pay the difference, and this is not fair.

In the future if the aircraft is found to be deficit in fuel, they will be charged the fuel truck rate for topping off the aircraft. And remember that the leaning procedure is by the aircraft manual only.

1Lt. Bill Slavensky



Homeland Security

Are You Ready for HLS Duties?

I heard a quote many years ago that has stuck with me like no other. "*Success, is when opportunity meets preparedness*". Like me, you can probably point to times in your life when an opportunity came your way and you were not in a position to take advantage. Sometimes opportunities show up only once. You don't always have control over your opportunities, but you usually have control over preparing for them.

The unfortunate events of September 11 have created an environment for CAP members to step in and help to fulfill a serious need in our country – that of Homeland Security. But there are two critical aspects

Stan/Eval

So You're Current...Are You Safe?

Summer finds many of us flying more frequently since the weather is so much better. If you haven't done as much flying lately as you would have liked, make sure to brush up your skills.

Staying legally current to fly (per the FAR's), probably doesn't give a pilot enough flight time to remain safe. To remain an asset to Civil Air Patrol, versus becoming a liability to the organization, fly often enough to keep effectively current, which is more flying than the regulations require.

Most of the Group's pilots occasionally take a proficiency flight. It's a great

to CAP being considered a valid resource in this area.

The first and foremost is readiness. If CAP members are not adequately trained and qualified in their duties, then they cannot perform those duties when called.

The second aspect is reliability. If a member is trained and qualified but never available for service, then what's it all for?

Set a goal for to accomplish qualification in a new ES specialty this year. There is still time. At a minimum you can obtain one or more 101-T's. Get an experienced member to mentor you. Someone who has done what you're doing, or who is actively learning.

We need more members qualified in the various areas of our chartered missions. We all must step forward and accept the challenge of getting an ES card, becoming a Mission Pilot, Ground Team Leader, UDF trainer, Incident Commander, Information Officer, Aerospace Education Officer, and the list goes on.

Experienced members must be willing to teach. Students must be willing to learn. And we all must become both. If we want this job of HLS - and we do – we must all do what it takes, so we can show we have what it takes.

Set your personal goals now and annually, find a mentor, and let's get started. You'll be amazed what you can do in a short time.

2Lt. Steve Taylor



Group 5's A36 Bonanza in the newly painted CAP color scheme. Oh yeah!

way to keep your skills sharp for use when they're needed. Take the opportunity to practice maneuvers that you don't routinely accomplish on a normal flight. If most of your flying is local in nature, take an occasional cross-country flight to an airport you have never been to before.

If most of your flying is a short hop to practice short cross-country flying and eating brunch, try doing steep turns and a stall recognition and recovery series on the way there. Practice flight at minimum controllable airspeed and turns around a point now and then; those skills are

valuable for CAP missions.

If you only fly at airports without a control tower, fly to one with a tower. If you only fly to towered airports, try going into a non-towered airport to practice those procedures. As a CAP pilot, your services may be needed on short notice. Make a sincere effort to keep your flying skills sharp enough so that whatever flying you do can be done safely, with no doubt as to the outcome. Don't let your annual checkride be the only time you demonstrate a maneuver. Practice - especially those items that are not often done, but are critical when needed.

LtCol. Michael Wich



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Coming events you don't want to miss!

July 1
Group 5 Staff Meeting

July 12-13
SLS & CLC @ Santa Rosa

August 5
Group 5 Staff Meeting

August 9
CAC Meeting @ Redding

August 9
Auburn Airshow @ Auburn

August 16-17
CAWG Evaluated SAREX

September 2
Group 5 Staff Meeting

September 6-7
High Sierra SAREX @
Auburn Airport Sq. 92

September 20
EAA Young Eagle Rally @
McClellan Airpark, SAC

October 17-19
California Wing Conference
@ Newport Beach, CA

Public Affairs

Group 5 Web Site - Did You Know...?

?? Did you know that the "Member Services" section of the Group 5 web site contains links to the web sites most often needed by members? You can directly link to squadrons, forms, regulations, WMU, online tests, and more. And many of the links are actually available on the left menu bar of the "Home" page for even faster access.

Stop searching. Get in – get done!

?? Did you know that you can contact any Group 5 staff member by phone or email by simply going to the "Contact Us" page? Now where did I put that roster?

?? Did you know that the photo on the "Home" page changes each time you go in? And many of the photos will link to articles or web sites with related information!

Take time to explore the web site. It is there as a tool and a

resource for all members.

It is ever changing, and there are significant improvements coming soon to help direct you to information even faster.

And all suggestions for improvement are welcome and encouraged.

2Lt. Steve Taylor

We want YOU...to contribute to the NorCal "High-Bird"

We are interested in receiving articles from all Units on topics that you feel will be of interest to all members within Group 5.

You may submit articles and pictures either electronically or by regular mail. Electronic formats for articles should be in Microsoft Word format, or compatible. Electronic photo submissions should be sent in JPG format. Send electronic submissions to Steve Taylor, Group 5 Newsletter Editor at SJTEntrprs@aol.com.

By regular mail, send photos in a protected envelope and provide your name and address for return. Mail documents to Steve Taylor, at the Group 5 HQ address.

United We Stand



God Bless America!