



ALABAMA WING CIVIL AIR PATROL

NEWSLETTER

MARCH 2006

Col Mike Oakman
Commander

Lt Col Walter Williams
Vice-Commander

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Col Oakman accepted the command from Maj. Gen. Antonio Pineda, National Commander.

Lt. Col. Walter Williams has been appointed Vice-Commander and Lt. Col. Rick Hasha, Chief of Staff.



Change of Command

Col Mike Oakman assumed command of the Alabama Wing on March 11, 2006.

photo by Lt. Col. Lynn Hasha



photo by Lt. Col. Johnny Ward

Col. John Tilton, Col. Russell D. Hodgkins, Jr., Commander USAF-CAP, Maj. General Antonio Pineda, Col Mike Oakman, and Mr. Donnie Rowland, Executive Director, CAP

Alabama Wing Conference

FRIDAY, 28 April

1300-1800 Early Registration and Sign In at the hotel.

1300 - Golf tournament at Sunset Landing Golf Course, adjacent to the Four Points Inn.

1700-2000 Commander's Reception at the Sheraton Four Points Inn Swimming Pool area. It will be catered with lots of good food and a cash bar. **(Dress: Casual)**

SATURDAY, 29 April

0700-1000 Sign in and late registration.

0700-0930 Continental Breakfast (included in the Conference fees).

0800-1130 General Assembly with several senior CAP officials speaking.

(Dress: Any CAP uniform/blazer/golf shirt w/gray slacks, or appropriate civilian attire. BDUs, blue utilities, flight suits, or the like should not be worn)

1130-1300 Lunch (included in the Conference fees). Door prizes will be awarded.

1300-1630 Four simultaneous breakout sessions will be offered every hour. There will be something for everyone (new or seasoned).

1400-1615 A free visit to the Space and Rocket Center. (Must sign up at registration on Saturday)

1630 Conference wrap up.

1800 Pre-dinner Social

1830-2130 Banquet. Entertainment will be provided by [Homeland](#). Alabama Wing Awards will be presented. The cost for the banquet will be priced separately.

(Dress: Black tie, dark suit (civilian) or Mess Dress/Service Uniform for CAP and Military. The blue blazer/white shirt/gray slacks uniform is also acceptable.)

Alabama Wing Encampment

DATE

24 June - 01 July 2006

LOCATION

Air National Guard Combat Readiness Training Center (CRTC) - Gulfport, MS

STAFF APPLICANTS

All cadet positions are open except C/CC.

- If you are a field grade cadet officer wishing to apply for C/CV or C/XO, please rush your application package to the appropriate individuals per the below web site by COB, 17 March. If not able to assemble complete package in allotted time, please let the encampment commander, Maj. Richard Griffith, know of your intentions (spatz1228@hotmail.com).
- All other cadet staff applications need to be submitted by 01 April.

Staff training and interviews will be conducted in conjunction with the Mississippi Wing Conference. The cost of the conference is \$50 and includes billeting and meals for all cadets. I've been informed by Maj. Griffith that failure to attend the interview and training day does not exclude you from selection. However, because the conference takes place on the encampment site, it would be highly advantageous to attend for planning purposes. Please direct any encampment related MSWG conference questions to Maj. Griffith as well.

Senior Staff applicants, please refer to the Ops Order (posted on the web page below) for application procedures.

CADET BASICS

Though we have significantly more beds available at the CRTC than the SAC facility, we will still be operating on a limited space basis. Applicants will be taken on a first-come, first-serve basis. Please do not wait to apply.

Units, for accuracy and efficiency, please collect your basics applications at the unit level and check for accuracy. Please then forward your applications in a bundle.

QUESTIONS, CONCERNS, AND ADDITIONAL INFORMATION

The ops orders referred to in the above sections can be found at:

<http://www.mswgcadet.org/>

Click on the "Encampment" heading.

For encampment questions, please contact:

RICHARD L. GRIFFITH, Maj, CAP
 Commander, 2006 MSWG Summer
 Encampment
 Mississippi Wing Civil Air Patrol
 H: 317-253-5271
 C: 228-326-3370
spatz1228@hotmail.com

WHAT IF I CAN'T ATTEND ON THE GIVEN DATES?

If you can't make the dates given, please contact me with an appropriate reason, and you may be granted to permission to attend an encampment outside of ours. Encampments take place throughout the country.

Please visit the following page for information on other encampments.
<http://level2.cap.gov/index.cfm?nodeID=5342>

As usual, you may attend multiple encampments in a summer, as long as you support the ALWG first (in this case the MS/ALWG).

JUSTIN D. SMITH, 1st Lt, CAP
ALWG Cadet Programs Development
Officer/
PD Weekend Project Officer
justinsmith32931@aol.com

February Field Training Cycle

Maxwell AFB, AL
Alabama's Squadron 32 (Maxwell AFB) passed a milestone in its Field Training Cycle Feb 3-5. The cadets and senior members, working through ground team member training, and the team leader tasks for more experienced members, over the six month program, began interacting with teams outside the activity when they learned air to ground and ground to air communications.

Alabama Wing Legal Officer, Capt. Joe Saloom, was aloft over the training site to give Squadron 32's new commander, Lt Col John Chilstrom, a bird's eye view of the capabilities his unit is developing.

Maj. Michael Long, the FTX activity director, was also on board and provided this parting shot. Major Long has been involved in the FTX since it was created in 1997 and became the director in 2002. His staff is drawn from graduates and staff members of the National Ground Search and Rescue School at NESAs, where he was the commandant in 2003 and 2004, and from graduates of the FTX program.



photo by Major Michael Long

GLIDER FLIGHTS

Have you ever flown in a glider? Enjoy the freedom of flight in a non-powered aircraft. The Civil Air Patrol has been involved in a glider (sailplane) program for several years now. The Alabama Wing has a program operated by the Shelby County Flight.

Cadets are authorized five glider flights as part of their Aerospace Education Program. The flights are FREE. Ask Cadets who have flown the gliders. Yes, I said flown the gliders not flown in a glider. On the Cadet Orientation flights Cadets do fly the gliders.

For glider operations any CAP uniform is approved but also any CAP member involved in glider operations may fly in a CAP t-shirt (or golf shirt), shorts and tennis shoes. Boots are not permitted in glider flights. Cadets not only fly but get to crew for others flights...a learning experience.

Senior members may also get glider flights but must pay the \$25 tow fee plus \$10 per hour in the glider. (30 min. flight would be \$25 for the tow and \$5 for the glider).

The Shelby County Flight conducts the glider operations from the FLYING X sod airfield located about six miles west of the Shelby County Airport (EET) on weekends and holidays as weather permits. On the field there is a covered pavilion with a picnic table and next to a lake. On site camping may be arranged with fishing and canoeing.

To schedule flights contact Lt. Col. Johnny Ward at johnnyward@charter.net, 205/941-1691 (home) 205/328-7233 (office) or Cell phone 205/910-5856. Scheduling will be done on a first come first served basis. This is a great Squadron activity.

Glider flight training for Cadets is available. Glider flight training is also available for Alabama Mission pilots that are active in their Squadrons but must be approved by Col. Mike Oakman, Alabama Wing Commander.



ALABAMA WING CONDUCTS MOUNTAIN FLYING CLINIC IN FT. PAYNE

On the weekend of January 14th and 15th, 2006, the Alabama Wing conducted an Air Force sponsored Mountain Flying Clinic. The purpose of this clinic is to qualify new

search and rescue pilots (SAR) to be able to search for downed aircraft in mountainous terrain, as well as re-qualify those SAR pilots that were already qualified, but are required to attend this training in order to satisfy U.S. Air Force and CAP-USAF requirements.

Twenty six Alabama CAP mission pilots and scanners/observers attended this mountain flying training, along with four U.S. Air Force Reserve pilots. Lt Col Larry Becker organized the Mountain Flying Clinic, with the assistance of the Wing Counter Drug Officer, Maj Jay Holland, and Lt Col Harold Coghlan, Wing Safety Officer and Principal Mountain Training Instructor. Others providing invaluable assistance to insure the safety and success of the training were Col. John Tilton, Wing Commander, Lt Col Richard Hodges, USAF (Ret), AF State Director for CAP, Lt Col Rick Hasha, who provided continuous and effective radio communication and control, along with Capt Daniel Riley, Lt Col Jim Harris and Lt Col John Blackley, who provided all the administrative and logistical support, along with Lt Col Paul Moses, Wing Assistant Counter Drug Officer who processed all the required CD administrative paperwork to insure all 26 attendees, received proper AF credit for this training.



On the afternoon of Saturday, January 14th, Lt Col Harold Coghlan conducted Ground

School classes for the Wing Mountain Instructor Pilots, along with a number of mission pilots and observer/scanners and the four USAF visiting pilots. There were no training flights conducted Saturday due to adverse weather and high winds (greater than 30 Kts) near the mountains. During Sunday morning, January 15th, Lt Col Coghlan repeated the Ground school class for that aircrew who had been unable to arrive on Saturday due to the weather, while the other Instructor Pilots went out on morning training sorties near the mountains and ridges around Ft. Payne. By the end of the afternoon, Col. Tilton, Maj Holland, Lt Col Becker, Lt Col Coghlan, Maj. Ray Hara, Capt Larry Bunn and other Instructors had flown with the 26 aircrew that needed training. The Alabama wing used 5 Cessna C-172, 1 C-182 and 1 Beech Baron BE-55 during the mountain course.



The following CAP members were qualified or re-qualified in mountain flying for 2006: Larry Becker, John Blakley, Larry Bunn, Charlie Burgess, Harold Coghlan, Mack Finney, Mark Garganous, Ray Hara, Rayburn Harkey, Jim Harris, Jim Hocutt, Jay Holland, Ian Johnston, Rumaasha Maasha, Claude Poole, Daniel Riley, Jerry Tignor, John Tilton, Mort Bryant, Jack Cavander, Jim Corey, John Dumbacher, Rick Hasha,

Jerry McCurry, Howard McGill, Ted McMaster, Paul Moses, Barry Roberts, and Ken Roy.

The Alabama Wing qualified (or re-qualified) the following Mountain Flying Evaluators: Larry Becker, Larry Bunn, Harold Coghlan, Mack Finney, Mark Garganus, Ray Hara, Rayburn Harkey, Jim Harris, Jim Hocutt, Jay Holland, Ian Johnston, Claude Poole, and John Tilton. These evaluators are able to provide mountain flying training and evaluation to other Alabama Wing members.

This is the second time the Alabama Wing has conducted a Mountain Flying Course, both times taught by Lt Col Harold Coghlan and Maj Jay Holland, and both times more than 30 sorties were safely flown each year, with no accidents or incidents, which is the ultimate goal of any CAP flying activity! With this mountain training, the Alabama Wing stands ready to safely respond to the call from the U.S. Air Force to conduct search and rescue operations in high terrain, such as was conducted recently while searching for a crashed U.S. Navy T-39N Jet Trainer, which ironically crashed less than 20 miles from Ft. Payne, where we conducted our school.

*Lt. Col Harold Coghlan
Director of Safety Alabama Wing*



2005 Losey Atmospheric Science Award to Otha "Skeet" Vaughan

Otha "Skeet" Vaughan, a member of Huntsville Composite Civil Air Patrol Squadron, has been awarded the 2005 Losey Atmospheric Sciences Award by the American Institute of Aeronautics and Astronautics (AIAA). The Robert M. Losey Award was established in memory of Captain Robert Losey, a meteorological officer in the US Army, who was killed in 1940 in Norway. He was the first officer in the service of the United States to die in World War II. According to the AIAA, the "Losey Atmospheric Sciences Award [is] presented in recognition of outstanding contributions to the atmospheric sciences as applied to the advancement of aeronautics and astronautics."

Mr. Vaughan's award reads "For the innovative exploitation and promotion space flight to explore the atmosphere and discovery of important processes of the global electrical circuit-Red Sprites and Blue Jets." Red Sprites and Blue Jets are electrical discharges above the anvil of a thunderstorm only seen from above the storm and cannot be seen except on low light video. In addition to this, Mr. Vaughan contributed to engineering and research problems relating to the Apollo program, the Lunar Exploration program (Lunar Rover), Skylab, and the Space Shuttle program as a mission support scientist for Shuttle Space Lab J. He has received other awards including his 2001 induction into Clemson University's Thomas G. Clemson Academy of Engineers and Scientists.

Mr. Vaughan is retired from NASA's Marshall Space Flight Center. He holds

Bachelor's and Master's Degrees from Clemson University and took advanced courses at the University of Alabama in Huntsville. He served in the United States Air Force and retired as a Lt. Col. in the Air Force Reserves. He is an active general aviation pilot who soloed in 1946.



ROTC Flying at Tuscaloosa
January 28, 2006 by
Dothan squadron pilots



Maj Jim Stidfole is on the left and Capt Jim Kelley is on the right end. The names of the ROTC cadets are unavailable at this time.

Bessemer Squadron



photos by Lt. Col. Jimmy Mitchell

On 4 February 2006, eight Cadets and five Senior members of the Bessemer Composite Squadron got together to wash and wax our squadron's recently acquired aircraft, N904CP. Although the temperature never got above 50 degrees, everyone had a good time. After the work was finished, the cadets received orientation rides in our squadron aircraft and Shelby County Flight's Maule. Orientation ride pilots were Lt. Bo Andrews, Capt. Paul Roebuck, and Capt. Jimmy Mitchell. Cadets participating included Cadet Devin Adams, Cadet Jeremy Adams, Cadet Jordan Box, Cadet Jordan Davidson, Cadet Charles Deering, Cadet Amos Elmore, Cadet J.D. Fuller, and Cadet Christian Sanchez. Senior Members Col. Bob Dorning and Capt. James Smiley also attended the activity.



SDIS CLASS

With the aid of a C-182 air crew flying to prominent locations around Montgomery, AL., the Satellite Digital Imaging System [SDIS] was demonstrated. This system can provide a ground station almost real time, high quality digital pictures within about 2 minutes. These pictures can be sent via E-mail to any place in the world. [The system has about a 98.9% dependability factor as it must depend on satellite system accessibility.]

The SDIS aircraft can be "talked to" anytime via satellite telephone that Maj Holland and others have. The aircraft can also talk to any ground station via the same service while in flight.

The pictures are to be taken with a digital camera with no less than 7 mega pixels. The demonstration was carried out with a Nikon.

ALWG currently has two aircraft set up for SDIS with requests for 2 more SDIS System Trays in process. With more Trays installed, ALWG could still respond if one of the other C-182s was down for maintenance or whatever. Only C-182s will be fitted for this system.

The Wing wants to secure another SDIS system in the near future.

The C-182s have a satellite phone system installed, a special "picture taking rear window, a Modem Rack installed in the tail cone with the associate satellite antenna on top rear of the aircraft.

ALWG wants to have all its C-182s so equipped. When this is accomplished, any ALWG C-182 can be dispatched for a SDIS

mission. The Modem is slipped out of one aircraft and placed in the other aircraft.

The balance of the system is contained in a travel case. It includes the camera and a support lap top computer with associated cabling. The computer ports are labeled for ease on hooking up these systems correctly. This is a MUST!

At present, the system's "life" and sortie duration depends entirely upon the battery life of the computer. It is in the plans to install a power source in the aircraft whereby extending the sortie duration.

Now with all that said, here is the most important element in this system that brings it all together.

**QUALIFIED SUPPORT & SYSTEM-
OPERATING PERSONNEL!**

These people need to possess the necessary professional dedication to training and availability when called out for a SDIS mission. It requires people with "good picture taking" abilities: not just taking a picture of Spot in the back yard. This training will be available soon in all three sectors of ALWG.

Take advantage of SDIS Training when it comes near you and become a member of the elite SDIS Team!

*reported by
Lt Col Jim Harris
Redstone Composite Squadron*

Alabama Cadet New Recipient of General Billy Mitchell Award

On December 12, 2005, Luis L. Enriquez received the General Billy Mitchell Award. The General Billy Mitchell Award has been in existence since 1964 and is a milestone in the Civil Air Patrol Cadet Program. It is named in honor of the late Brigadier General Billy Mitchell, who was an aviation pioneer, advocate and staunch supporter of an independent Air Force for America. The Award also promotes Enriquez to Cadet 2d Lieutenant.

The General Billy Mitchell Award is earned after the completion of the first eight achievements of the Cadet Program. In addition, the cadet must pass a comprehensive 100-question examination covering leadership theory and aerospace topics. The candidate is also required to write a paper and present a speech. To further highlight the significance of this accomplishment, Enriquez becomes recipient number 54,189 of the Award.

Enriquez has been with Maxwell Composite Squadron since joining the Civil Air Patrol. He has advanced through each cadet enlisted grade by successfully completing the structured program of aerospace education, leadership, physical fitness, and moral and ethical values. He has also performed his required duties assigned to him. With diligence and commitment, he has progressed to a cadet officer.

The Award is normally presented by a CAP group commander or higher, the wing director of cadet programs, or a state or federal government official. Major Joe Curry, Wing Director of Cadet Programs,

presented the Award. Lt Col Rob Gaston performed as the Master of Ceremony.

Presently, Enriquez is special assistant to Squadron Deputy Commander, Lt. Col Rob Gaston. He is a freshman at Evangel Family

By Lt Lou Enriquez



MAJ Joe Curry and C/Lt Enriquez

Leadership Weekend Held at Maxwell AFB

One-hundred-forty members of the Alabama Wing were guests of the 42nd Airbase Wing and Air University during an annual professional development weekend Feb. 25-26 at Maxwell AFB, AL. Thirty-four Senior Members attended Squadron Leadership School, 14 enrolled in the Corporate Learning Course, and 14 participated in Training for Leaders of Cadets. Thirty Cadets participated in an Airman Leadership School and 19 attended an NCO course, both of which were taught by Auburn University ROTC cadets. Colonel Mike Oakman, newly appointed Alabama Wing Commander, spoke at each seminar. Members of the wing staff

partnered with HQ CAP to staff the activity. Lieutenant Justin Smith, newly appointed Director of Cadet Programs, coordinated 40 staff members and instructors for both the cadet and senior member professional development courses to make the activity one of the largest of the year.



Cadets 2 Lt Devon Adams, Capt Erinn Scott CMSgt Travis Fullbright and CMSgt Josh McCain confer during a break at the Airman Leadership School and NCO course.

It is bad enough receiving a call on a missing aircraft, but it is even worse when the pilot is a fellow CAP member.

This happened to the Alabama Wing on January 28, 2006. Although we knew a little bit in advance that there was a possibility that an aircraft was missing, the Flight Service Station (FSS) and Air Force Rescue Coordination Center (AFRCC) had no reported missing aircraft. The AFRCC didn't have an Emergency Locator Transmitter (ELT) sounding in the area. We placed some crews on standby to be ready to go as soon as we got the mission number. As

soon as we found out an Alert Notice (ALNOT) had been issued, we called AFRCC who authorized a mission number for the Alabama Wing. Calls went out for the aircrews to go, but they had to be put on a weather hold because of storms in the search area. A call was made to both the Maxwell and Autauga-Elmore Composite Squadrons ground teams. Because the Ground team leader for Maxwell was in route back to Montgomery from out of town, the ground team from AL123, Autauga-Elmore Composite Squadron, was sent to check two airports and then end up at Camden Airport. The next morning a second ground team from Maxwell Composite Squadron was in route along with a CAP aircraft assigned from Mobile Squadron when the call of the find came in. We had also called the National Operations Center (NOC) and requested the ARCHER aircraft from National Headquarters the night before.

A local pilot spotted the crash site first thing that morning. The Wilcox County Sheriff's Office and the AL 123 ground team headed to the site. They were met by a local game warden that told them that one person was alive. EMS was then called.

The Ground team called mission base and told us that Major Rux had survived the crash. EMS requested a medical helicopter to fly Major Rux out. The ground team said EMS did an outstanding job making sure they got Maj Rux out without causing and further injuries. Unfortunately the passenger did not survive the crash.

Maj Rux was flown to Pensacola FL where he received medical treatment of his injuries.

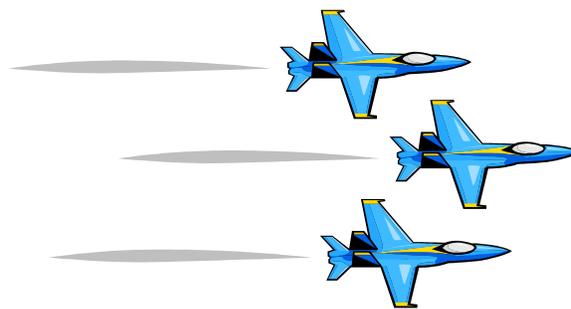
New Captain in Town



On Tuesday, February 21, Cadet Colonel Brett Matcheck of the Auburn Composite Squadron was promoted to the rank of captain. This promotion comes after his 21st birthday and transfer to senior member. The Spaatz award he earned, number 1476, is the highest rank a cadet can receive and upon transfer to senior member, they are promoted to captain. Captain Matcheck was a cadet since October 25, 1996. His new position will be the Deputy Commander for Cadets.

Academy Appointment

Cadet Technical Sergeant Reynolds received an appointment to the United States Air Force Academy. His parents drove to Maxwell Air Force Base during the professional development weekend to surprise him with the good news. With this appointment, he will be reporting to Colorado Springs near the end of June, only a month after his high school graduation.



Announcements

The Iron Man Competition, being held in Auburn, Alabama on May 19-20.

The Wing IG Col Joey Owens can be contacted at (cell) 256-312-3397, at his home number is 256-492-4762, or email jowens@gadsdenwater.org,

"Stanz Says"

A "Pop-Up Blocker" on newer computers or newer email programs will prevent some screens from showing when pilots try to enter MIMS data. Please make sure that this "Pop-Up Blocker" function is disabled.
from Stan and Eval

Congratulations to the Bessemer Composite Squadron, winners of the 2006 Alabama Wing Colorguard Competition. Congratulations should also be passed along to the Chilton County Composite Squadron, who turned in a very respectable second place showing.

By virtue of their win, the Bessemer Squadron will once again represent the Alabama Wing at the 2006 Southeast Region Cadet Competition. They will also be posting the colors at the Alabama Wing Conference in April.

Lt. Col John Chilstrom is the new assignment as the Commander of the Maxwell Composite Squadron, AL 032. John is an active USAF officer and stationed at Maxwell. Please give him all your support.

Air Shows in March and April

U.S. Air Force **THUNDERBIRDS** are performing Saturday, **APRIL 8TH** at Maxwell, AFB. The CAP will have a display.

B-17, B-24 and B-25 at Shelby County

March 24-27, 2006 the Collins Foundation is bring their B-17, B-24 and B-25 to Shelby County Airport. They ask for a \$10 donation to get in and a small fee to tour the aircraft. And for \$375 you can get a flight in the B-25 and for only \$425 you can get a flight in either the B-17 or B-24.

CC Policy on Aircraft Reimbursement

Feb. 15th, 2006 Major General Pineda distributed a memorandum for Region and Wing Co's regarding Aircraft Reimbursement Rates. I have attached that memo in this email. You can read the particulars for yourselves. The memo can be distributed to your members as well. So you are aware, many emails have now circulated and I'm sure it will be topic of discussion at the Winter Board Meeting next week. For now this Wing is on board with these rates.

As of the date of this email the ALWG wing is adjusting our rates. There will be a Wing Supplement following shortly.

The C-172 will remain at \$35.00 per hour. The Maule will be increased to \$41.00 per hour. The C-182 with a horse power rating of, 200-249 hp, will be increased to \$41.00

per hour. The C-182 with a horse power rating of, 250-299 hp. will be increased to \$62.00 per hour.



Col John Tilton presents Award to John Davis in January, 2006.

Pictures from Tiger Fly Day

Cadets were flown in Shelby County's Maule and in aircraft from Bessemer, Muscle Shoals and Redstone. Orientation flights were held in Shelby County and Pryor Field in Decatur



Shelby County



Pryor Field, Decatur

Public Affairs Notes

There were many pictures sent to me by several Senior Members from the Change of Command. Because including all of those in this newsletter would make it much too long. I have created a PDF with nothing but Change of Command Pictures. My thanks to all of you who sent them.

If you are sending publicity items to National CAP news, the SER newsletter, or to your local papers, be sure that you send me a copy. I have no way of knowing what is being done in the public affairs arena unless you let me know.

Some squadrons have included me on their email lists, which is great. Thank you.

Keep in touch with your local media. You are the best publicity there is. Thank you for all you do for the Alabama Wing.

Changes to CAPM 39-1, CAP Uniform Manual

1. The National Board met on 3-4 March 2006 in Washington D.C. and considered a number of changes to the Civil Air Patrol uniforms. Listed below are the items that were approved and are effective immediately. This letter will constitute authority to implement these changes.

a. New CAP Distinctive Uniform (atch 1).

The Board approved a new optional CAP distinctive uniform for senior members. The uniform consists of the following:

- White aviator shirt – short or long sleeve (AF blue tie or CAP blue floppy bow mandatory with long sleeve shirt)
- Blue AF-style pants/slack or skirt
- Dark blue 1 ¼ inch cotton web or elastic belt with silver buckle
- Blue AF-style epaulets
- Blue two-line nameplate
- CAP badges and devices as currently authorized on the aviator shirt with gray slacks combination are authorized
- No military badges or devices
- Currently, No headgear authorized (wear of headgear to be reviewed for possible May NEC action)

b. Removal of Wing/Region/National Patch. The Wing/Region/National patch is no longer worn on the AF-style light blue shirt/blouse or any AF-style blue outer garment (light weight jacket, pullover sweater, all weather coat, etc.)

Wing/Region/National patches are now optional on BDUs, flight suits, CAP field and utility uniforms. These patches must be removed from blue AF-style garments by 1 August 2006.

c. Black Leather Jacket (atch 2.) A black leather jacket with side entry and patch pockets similar in style to the A-2 jacket was approved for wear by CAP senior members with the aviator shirt combinations, utility

uniform, CAP flight suit or CAP polo shirt with gray slacks. The CAP command patch will be worn on the right breast with the black leather name patch on the left breast. This jacket may not be worn with any AF-style uniforms.

d. CAP Distinctive Flight suit. A dark blue NOMEX flight suit was approved for wear by CAP members. This item will be worn with the same badges and devices as the currently authorized CAP distinctive ultramarine blue flight suit. The ultramarine blue flight suit will be phased out 1 March 2009.

e. Embroidered grade insignia on flight suits. Embroidered grade insignia, as well as the currently authorized plastic encased insignia, is now authorized on the CAP distinctive flight suits. Ultramarine blue grade insignia will be worn on the ultramarine blue NOMEX flight suit. Dark blue embroidered grade insignia will be worn on the dark blue utility uniform and new NOMEX flight suit. The dark blue grade insignia will be available shortly from Vanguard.

f. Black t-shirts with CAP Field and Utility Uniforms. A black t-shirt is now authorized for wear with these CAP distinctive uniforms, in addition to the currently authorized white t-shirt.

g. Optional patches previously worn on the right shoulder of the BDUs, field and utility uniforms. Those patches that were removed to allow wear of the reverse American flag on the right shoulder are now authorized to be worn centered on the lower portion of the left pocket or corresponding position on the utility uniform. The mandatory wear date of the reverse American flag was extended to 1 April 2007.

h. Patches (atch 3). A new patch for members completing the ARCHER training

was approved as an optional left pocket patch on BDUs, field and utility uniforms and on the right shoulder of flight suits. A CISM patch was also approved for those members completing CISM training and assigned to a CISM team. This patch is worn in the same position as the new ARCHER patch. Both patches will be available shortly from Vanguard.

2. Two additional uniform items were approved by the National Board but will require Air Force approval prior to implementation. We are currently requesting Air Force approval to wear the Gortex parka with a CAP distinctive ultramarine blue tab and embroidered grade insignia for the AF-style flight suit.

3. Watch for additional information concerning the criteria for a new Homeland Security Ribbon and a new Safety Milestone Award that were also approved.

4. If you need additional information on any of these items or have questions please contact Membership Services at 1-877-227-9142 or email sparker@cap.gov.

(signed)

ANTONIO J. PINEDA
Major General, CAP
Commander

Attachments and the letter can be accessed at the follow URL:

http://level2.cap.gov/documents/NB_Winter_Uniforms_Policy_Letter_Marc_h_2006pdf.pdf