



Northwind Traders Newsletter



Aerospace Education

Congratulation to the following ALWG teams that competed in this year's CyberPatriot XIII Competition.

Two teams - AL-126 Springville Cadet Squadron took 1st & 2nd place in the State Silver Tier

Two teams - AL-119 Redstone Composite Squadron competed in Platinum Tier for the first time

CyberPatriot (CP) was created by the Air Force Association (AFA) to inspire K-12 students toward careers in cybersecurity or other science, technology, engineering, and mathematics (STEM) disciplines critical to our nation's future. The CP competition puts teams in the position of IT professionals tasked with managing the network of a small company. Through a series competition rounds, teams are given a set of virtual operating systems and are tasked with finding and fixing cybersecurity vulnerabilities while maintaining critical services.

By the numbers for this year for the State Competition Round:

Registered Teams: 4801

All Service (CAP and JROTC) Teams: 1414

Civil Air Patrol Teams: 407

Alabama Teams: 69

Alabama CAP HS Teams: 4

Alabama CAP MS Teams: 2

CAP was originally formed to provide civilian air support to aid the war effort of World War II through border and coastal patrols, military training assistance, courier services and other activities. The CP initiative follows in that tradition. Even if the cadets do not enter the field, it establishes the security mindset and builds the skills necessary to be cognizant of threats we face as a nation. In December the SolarWinds hack was identified that potentially compromised systems at the Pentagon, White House, DHS, State Department, Department of Energy, National Nuclear Security Administration, Treasury, NASA, and multiple Fortune 500 companies. This attack is believed to be the work of the Russian Foreign Intelligence Service and is a clear indication that this domain of combat is clearly in play, active, and impacts all our lives.

Enrollment for next year's competition opens in April and I highly encourage all ALWG squadrons participate. I will be reaching out to all AEOs in the next couple of months to encourage enrollment. If you have any questions, do not hesitate to reach out and ask.

1st Lt Dan Anderson

ALWG Director of Aerospace Education



The CAP Safety Program is excited to announce the rollout of a revised and renumbered Safety Officer Specialty Track Pamphlet, effective April 4, 2021, (CAPP 40-160). Any member starting work on or currently pursuing a Safety Officer rating on or after April 4, 2021, must meet the requirements of this new pamphlet.

Cadet Programs

Open registration for Basic Cadet Training (BCT) (a/k/a encampment) scheduled for 27 June will open on 7 April. Tuition for this year's encampment for students will be \$200. Currently registration is open for those looking to serve as both Cadet and Senior staff. We still have critical need for a lead Health Services Officer to serve the entirety of the course, as well as additional medical staff who may sign on for short-term duty. These staff members must hold a current Alabama license in their qualifying profession. We can also use short-term staff in other areas such as safety, personnel, logistics, training, and operations so even if you only have a day or two to offer, we can use your help. If you would like more information, or to offer your services, you can reach out to the encampment staff at encampment.registration@alwg.us.

It is time again for the annual Alabama Wing Cadet Scholarships. Applications will open on April 1. Cadets can apply for at.

Flight Scholarship - https://alwg.formstack.com/forms/2021_alwg_flight

Academic Scholarship - https://alwg.formstack.com/forms/2021_alwg_academic

This year's eligibility and selection criteria has changed little from 2020. The one notable exception is that C/SMSGts will be able to apply for the Academic Scholarship, but they will be required to have obtained the Mitchell Award prior to disbursement of the schol-

arship. The other change is that last year the CAPF 60-86 was a requested item for the Flight Scholarship, this year it will be required with the endorsement of the Cadet, their parent, and the Unit Commander. If the cadet is selected the form will be sent to the CAP Flight Instructor, then on to the respective Group Commander, and then to our Wing Commander as required by CAPR 60-1.

On a final note, while I am elated that we are in Phase 2 and moving towards Phase 3, Cadet Programs does still intend to leverage the lessons learned and continue to offer virtual and hybrid content as a way of being able to engage more cadets across the wing more often. In the coming weeks we will be offering a Training Cadet Leaders Basic and Intermediate Course prior to encampment as well as some additional Cadet Professional Development Virtual Events featuring a variety of speakers. As always, I welcome all constructive input to help improve the program as this program does not function without its Cadets, nor without its Seniors working together.

Paribus Disciplinis Libero,

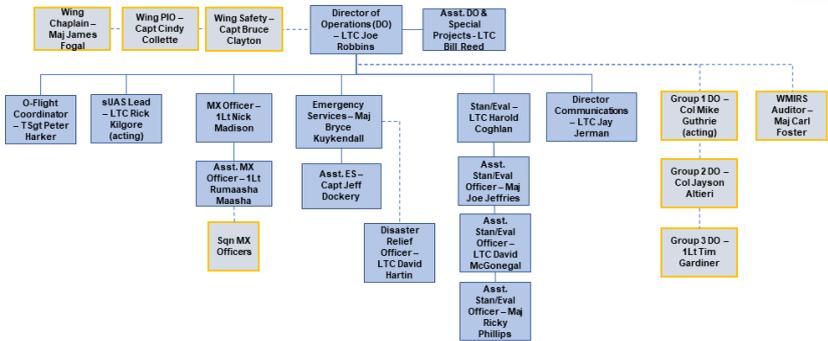
Maj Arnold Staton
 Director of Cadet Programs

Operations (OPS)

The Wing Director of Operations (DO) is responsible for all aspects of Wing operations associated with Emergency Services and Training, Communications, Pilot Standards and Evaluation, Aircraft Logistics and Maintenance, Orientation Ride Coordination, and the sUAS Program. Direct reports or “Leads” have been established over each of these areas to support the DO. The names of these Leads are depicted in the attached OPS Organization Chart below.



**ALWG Operations Org Chart
 as of 9 February 2021**



At the direction from the DO, direct reports coordinate personnel (with Group and Squadron coordination) and Wing assets to support their respective areas. These include CAP/USAF and other agency mission tasking, as well as Wing activities, training and programs established to meet Wing Commander goals and objectives. The DO serves as the primary liaison with CAP/USAF, CAP National Operations Center (NOC) and other agencies to coordinate and initiate mission tasking. He works closely with the OPS team to develop policies, procedures, and operations plans, necessary to ensure mission safety and to ensure the successful completion of mission objectives. The DO also works closely with the Wing Maintenance Officer to ensure Wing aircraft are maintained in top condition and fully mission capable to support operations. With direction from the Wing Commander, the DO is also responsible for aircraft allocations to meet the various OPS demands and to maximize aircraft utilization.

To effectively implement OPS, the Wing has gone to a Group organizational structure. As such, each Group needs to identify an energetic individual who is willing to work with Wing OPS to help coordinate and implement operational activities at the Group and squadron level. To date only Group 2 has a Group DO. Wing personnel are willing to work closely with these individuals to help in this process. You do not have to have previous experience in OPS or be a pilot. However, an Emergency Services (ES) or Operations Specialty Track would be beneficial. OPS activities rank at the very top of the things that make CAP fun and rewarding. Please consider stepping up to help in this area. If you are interested, please contact your squadron or Group Commander or you can contact LTC Joe Robbins at do@alwg.us.

Lt Col Joe Robbins

Director of Operations



Chaplain

Suggestions for Sustaining Resilience during the COVID-19 Response

Civil Air Patrol members bring high levels of commitment and dedication to their work. The COVID-19 pandemic is placing extraordinary demands to adapt, rapidly shift standard operating procedure and remain psychologically resilient. The following suggestions are offered by the International Critical Incident Stress Foundation to help first responders cope with the stressors of the Pandemic response.

Resilience building tips:

- Know your personal signs of stress and monitor yourself. Know when you need to take action to reduce stress!
- Be careful of your own expectations of yourself...remember that you are human.
- Pace yourself... take breaks to be able to function at your best.
- Focus on the people you are helping rather than what is not being done. Remind yourself and your team that you are making a significant contribution to the community.
- Use humor to reduce the stress when it is appropriate to do so.
- Get physical exercise as you can -- it helps mood and can promote sleep.
- Practice mindfulness to be focused in the present.
- Practice stress reduction techniques such as deep breathing, prayer and meditation, progressive muscle relaxation every day.
- Eat and drink nutritiously and avoid excessive junk food, caffeine, alcohol, or tobacco.
- Get adequate sleep and rest.
- Limit exposure to media coverage -- try to have a mental break when not working.
- Maintain Contact with your family/ friends on a regular basis.
- Use time off duty to recharge and connect with people who support you. Do things that you enjoy when you can to have more balance.
- Have a buddy system with a peer as a source of support...talk it out at the end of each day.
- Write it out...keep a journal to express your reactions experience at the end of each day.
- Be aware and avoid unhealthy coping strategies such as excessive alcohol or other substance use, complete withdrawal, or excessive risk taking.
- Use peer support teams like the ALWG CISM Team ... they are there for you!
- Use professional support as needed. It is a strength to get help when you need it!

Would you like to receive training in Critical Incident Stress Management to help in your local squadron or group? If so, please contact the ALWG CISM Team Leader – Maj James Fogal at the email address below. Our goal is to have at least one CISM-trained CAP senior member in every squadron in the Alabama Wing.

The Alabama Wing CISM Team can be reached at: JFogal@cap.gov

Maj James Fogal

ALWG Chaplain

Women's Leadership Conference for all female Cadets and Senior Members coming this fall! Watch for details!

Diversity

These Special Observances listed below can help us to understand diversity and inclusion within the Civil Air Patrol as well as in our personal lives. Participating in activities surrounding these Observances will introduce us to cultures, awareness, mutual respect, and understanding. As members of the Civil Air Patrol, we need to promote harmony amongst our membership. Conducting a Special Observance requires participation of our membership within the Alabama Wing and Squadrons.

- **National African American / Black History Month: 1 – 28 February**
- **Women's History Month: 1 – 31 March**
- **Asian American and Pacific Islander Heritage Month: 1 – 31 May**
- **National Hispanic Heritage Month: 15 September – 15 October**
- **National American Indian Heritage Month: 1 – 30 November**

Our Squadron Commanders, Aerospace Education Officers, and our Deputy Commanders of Cadets should take a lead role in educating our Cadets and Senior members about Diversity, Equity, and Inclusion. This includes discussing the essential guidance, adequate support, participation, and resources for an effective observance. Thorough planning with details should be coordinated and addressed.

Suggestions for an observance can include the following:

- **Guest Speaker;**
- **Contests to include an essay or poster;**
- **Historical and or cultural knowledge game;**
- **Cultural Display; and**
- **Cultural food festival or food tasting.**

If using a guest speaker, use a speaker who can connect with the Cadet / Senior members, and who has the knowledge to promote the awareness of the Observance. Utilizing a guest speaker can enhance membership by inviting prospective Cadets / Senior members to this Observance event.

Another suggestion would be to have your Public Affairs Officer involved as well. The Public Affairs Officer can assist with promoting the Observance and following up with an article and photographs afterwards on the Diversity, Equity, and Inclusion of the Alabama Wing of the Civil Air Patrol. The Public Affairs Officer may also wish to interview the guest speaker.

- **National African American / Black History Month - February**

First Presidential Proclamation: February 1976

In 1926 Dr. Carter G. Woodson instituted the first week-long celebration to raise awareness of African Americans' contributions to history. Dr. Woodson was an African American author and scholar.



Courtesy of the National Archives

The week evolved into a month-long celebration in 1976 and is observed every February.

- **Women's History Month - March**

National Women's History Month was established by presidential proclamation in order to draw attention to and improve the focus on women.

Willa Brown was the first African American female officer in the Civil Air Patrol and the first African American woman to hold a commercial pilot's license in the United States. Willa Brown would go on to have an impact on African American involvement that would lead to the creation of the famed all-African American "Tuskegee Airmen" combat flying squadrons during World War II.

In 1981, Congress passed a joint resolution proclaiming March as Women's History Month based on a 1978 model of Women's History Week established by California's Sonoma County Commission on the Status of Women.

- **Asian American and Pacific Islander Heritage Month - May**

May of each year is designated as Asian American and Pacific Islander Heritage Month.

Began as Asian-Pacific American Heritage Week by Congressional Resolution in 1977.

Asian American and Pacific Islander encompasses all of the Asian continent and the Pacific islands of Melanesia (New Guinea, New Caledonia, Vanuatu, Fiji, and the Solomon Islands), Micronesia (Marianas, Guam, Wake Island, Palau, Marshall Islands, Kiribati, Nauru,

and the Federated States of Micronesia) and Polynesia (New Zealand, Hawaiian Islands, Rota, Midway Islands, Samoa, American Samoa, Tonga, Tuvalu, Cook Islands, French Polynesia, and Easter Island).

- National Hispanic Heritage Month - September/October

The President is authorized and requested to issue annually a proclamation designating the 31-day period beginning September 15 and ending on October 15 as "National Hispanic Heritage Month" and calling upon the people of the United States, especially the educational community, to observe this month with appropriate ceremonies and activities.

The start date of September 15 is significant because it is the Independence Day of several Latin American countries: Costa Rica, Guatemala, El Salvador, Honduras, and Nicaragua. Also falling within this month are the independence days of Mexico (September 16) and Chile (September 18).

Began as Hispanic Heritage Week in 1968 under President Johnson.

- National American Indian Heritage Month – November

It took more than 80 years for the nation to establish National American Indian Heritage Month.

On Sept. 28, 1915, the Congress of the American Indian Association declared the second Saturday of each May as an American Indian Day.

Since then, several states declared American Indian days in 1976. Congress then in 1986 passed a joint resolution authorizing the President to proclaim the week of November 23 - 30 as Native-American Awareness Week.

In 1990, the President declared November as the month for the celebration since it is traditionally a time when many American Indians hold fall harvest and ceremonies. The holiday recognizes hundreds of different tribes, approximately 250 languages, and celebrates the history, tradition, and values of American Indians.

Since its beginnings, the Civil Air Patrol has always been and will continue to be a very diverse organization. In keeping with our diverse history, we should celebrate the diversity of each one of us. By choosing to celebrate the Special Observances above, we are promoting our diverse culture and inviting those with diverse backgrounds to join and be part of us.

Maj Greg Pugliese

ALWG Diversity Officer



Col. Nicole Margaret Malachowski is retired from the United States Air Force and was the first female pilot selected to fly as part of the USAF Air Demonstration Squadron, known as the Thunderbirds. Col. Malachowski was a Civil Air Patrol cadet before entering the U.S. Air Force Academy in 1992. Her first public performance with the Thunderbirds was in March 2006.

USAF Photo

The United States Air Force's first female African American fighter pilot is Lt. Col. Shawna Rochelle Kimbrell.

Lt. Col. Shawna Rochelle Kimbrell joined the Civil Air Patrol, worked at air shows, had her first flying lesson at 14, and earned her private pilot's license. Eventually, she was accepted into the Air Force Academy.



Then-Maj. Shawna Kimbrell, the first Air Force black female fighter pilot, poses for a photograph next to an F-16 in 2012. (Air Force photograph)

Standards and Evaluation

I hope all of our Alabama Wing pilots are taking every advantage of the new Year to try to go out and fly and knock some rust off your wings. We have plenty of Air Force assigned missions as well as Alabama COVID missions available, but as always, you want to be as current as possible before you volunteer to do a mission. Take advantage of the training opportunities available to keep all of your skills ready, not only your ability to fly VFR around the traffic pattern, but also, your ability to fly at night and IFR (ideally with a Unit IP). Practice flying SAR procedures, try your hand at airborne DF, using whichever unit is installed in your Unit plane (whether it's a Becker or a L-Tronicks one). Bottom line, if you don't fly, you won't be current or safe (and yes, there is a difference between those two).

Just to make sure we are all in the same page as far as coordination for A-12 and F-5 or F-91 flights, I wanted to let you all know that the Wing Stan Eval Coordinator for those missions is Major Joe Jeffries, my primary Assistant Stan Eval person (we have several, but Joe is primary for these functions). His contact number is 256-227-7206, and his email is jeffjeffr@charter.net. So, if you are looking to conduct a A-12 proficiency sortie, or trying to schedule your Form 5 or Form 91 evaluation, you have to reach out to Maj Jeffries and coordinate. Simply calling one of my staff (that is, any Check Pilot in the Wing) during the last week of the month you are due to expire is not a great way to make friends. We all have full time jobs and nobody can just stop their lives just to satisfy your individual lack of planning. Ideally, we would like for every pilot to schedule their F5 or F91 evaluation in the "month before its due", so that way, we have 60 days prior to expiration to get it done. It is a funded event, so doing it a month early is not going to cost you anything, it simply gives us more flexibility. It's worth remembering also that CAP members can only be scheduled to take a check with the same Evaluator for Two Years in a row. To take it a third year with the same person requires approval from the Wing Commander, delegated to the Wing DOV Stan Eval Officer. So if you are within 60 days of running out of your check ride, call Joe, and let's get it scheduled. Thanks! I am a true believer in the value and importance of both Standards and Safety programs, having dedicated most of my life to both. If you like to fly, and fly safe, I am your flying buddy.

We are trying to schedule our Yearly Wing Check Pilot Clinic for May of 2021. This event was not held in 2020 due to the COVID pandemic. We want every Wing Instructor Pilot, Check Pilot, and Mission Check Pilot to attend. Once we finalize the dates and details, we will send out an email. Wing pilots are welcome to come to the Clinic to get a free Form 5 or Form 91.

We have noticed recently that some of our pilots have been making a potentially critical error when filling out your Wimrs flight data. I am referring to the times when you have several sorties in a day, and perhaps do not refuel after every sortie (not required, by the way), but you don't change the "preset" fuel endurance that shows for that individual sortie. Let me use an example. You are flying a C-172 with a "preset" 4 hrs of fuel on the first sortie, and are planning to fly 2 hrs. You then have a second sortie, but you did not refuel, and yet the "preset" fuel on the sortie screen shows up as "4 hours fuel". Because you did not refuel, you have a "max" endurance on this second sortie of "2.0 hrs", not the standard "4.0 hrs", and you really can not plan to "fly" more than "1 hour" in this second sortie, to allow you to land with the CAP NHQ mandated 1 Hour minimum of fuel on the tanks. Folks, a one hour reserve is already really very little gas on the tanks...fuel on the tanks is just "time" to stay alive. Please consider carefully when you need to stop for fuel, and make sure that you have adjusted the Wimrs sortie info to accurately reflect that reality, that's all. Nobody wants an Alabama plane to run out of gas. Take it from a guy that flew years ago a jet plane that could take 15 hrs of fuel, and we always landed overseas with 2 hrs aboard...In the words of my buddy and Rocket Scientist, Carlton Foster: "If the previous sortie took no fuel, the fuel box in WMIRS needs to be adjusted when entering data for the next sortie. The data in WMIRS is the official record for all CAP flying, If there is ever an accident or incident that results in review of any flight by higher authorities in CAP or USAF, such as to verify compliance with CAP regs. that require 1 hr. fuel remaining after every flight, the information needs to be correct. The 'Fuel (in hours)' box is analogous to the 'fuel on board' that gets reported when filing a flight plan. This box is pre-populated by WMIRS software, along with other aircraft information such as call sign, equipment etc., and it will show whatever was entered previously for that tail number, typically 'full fuel' or the normal fill level. The fuel on board should be physically verified by the PIC before every flight, and WMIRS entries need to match. It might be a good idea for the FRO to ask about it prior to release, especially if planning for a long flight or multiple sorties between refuelings."

Following the vision of our Wing Commander, Col Harris, we are working on creating Flight Training Clinics which will give our pilot members an opportunity to fly with CAP Instructors just to "get the rust off", so you can then go take your Form 5 at a later time. Stand by for more info on those Clinics near you!

Stay safe on the ground and in the air. Analyze each and every Risk Factor, and mitigate those Risks, it is the only way to live long and avoid accidents and being a statistic. As you can probably tell, I am a true believer in the value and importance of both Standards and Safety programs, having dedicated most of my life to both. If you like to fly, and fly safe, I am your flying buddy.

Lt Col Harold A. Coghlan

ALWG Stan Eval Officer