

THE Wright Flyer[®]

Ohio Wing Newsletter

A detailed illustration of the Wright Flyer biplane, showing its two sets of wings, the open cockpit, and the tail section. The aircraft is shown from a side-on perspective, slightly angled upwards. The name 'THE Wright Flyer' is written in a large, blue, serif font across the top of the illustration. Below it, 'Ohio Wing Newsletter' is written in a smaller, black, sans-serif font. The artist's signature 'GERTIE LEHMANN' is visible in the bottom right corner of the illustration.

Do You Have What It Takes To Survive?

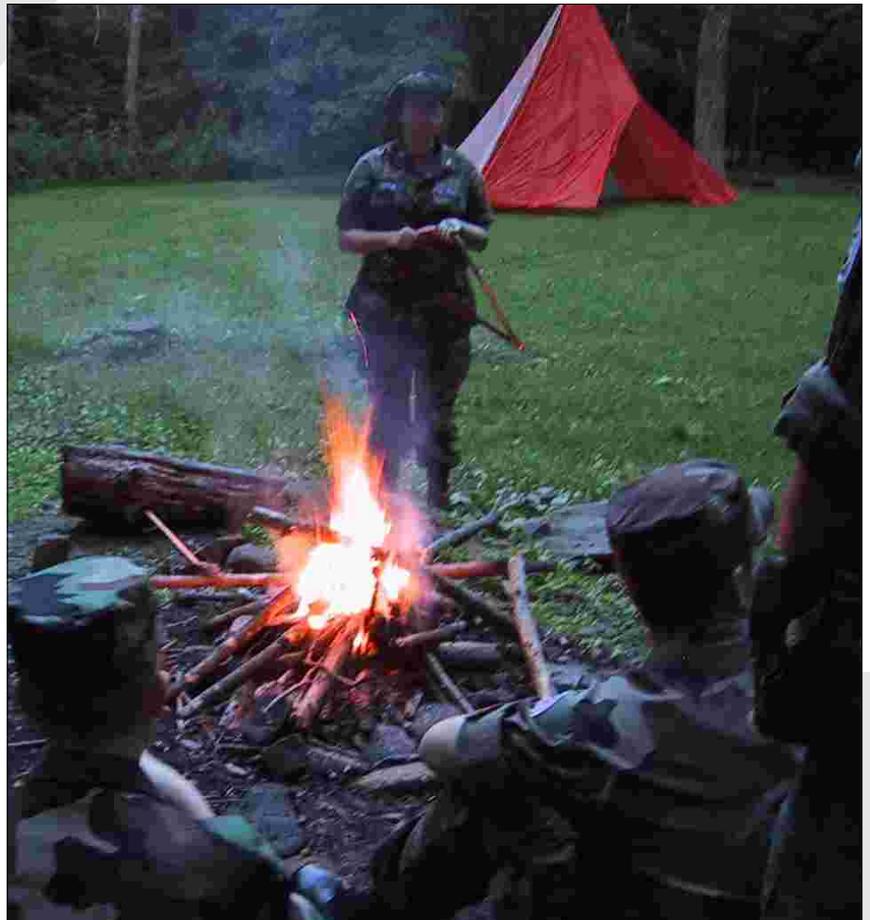
From Capt. Alan R. Wise:

“This is the school’s fifth straight year, and it is a SCHOOL not a BOOT CAMP. No one is going to be eating bugs (unless they want to) or sleeping in a ditch (unless they offend their partner), nor are students going to be pushed physically. That is NOT the point. It is an instructional hands-on experience designed for EVERYONE from basic cadet to experienced ground team members. Everyone will be challenged and instructed, not tortured.

Mission

The objective of the school is to instruct any and all personnel in basic 3-season (spring, summer, fall) wilderness survival. This will be accomplished with the aid of qualified personnel, selected equipment, training aids, and an isolated-forested area in one of the most beautiful and rugged parts of Ohio.”

(continued page 5)



Evening Orientation on Friday Evening. (This fire is a freebie, you'll have to build the next one from scratch)

The campground is located in a clearing in the middle of Tar Hollow State Forest. Simply drive up to a secluded spot off of the road and pack your gear in by following the fire trail into the heart of the forest. Be prepared to cross the stream as it winds its way

back and forth across the gravel road. Well-placed rocks help you negotiate the crossings without getting your feet wet. A brisk paced twenty -five minute walk will get you to the campground where you present your credentials and sort out a camping spot.

Arriving during the daylight hours is something you want to do. A few arrivals after dark relied on high intensity lights to clear the way into the campground. (Just a cautionary tale here: Rechargeable spotlights are finicky about when they decide to run out of juice. In this case the CAP member got half way back to their vehicle when the light gave up the ghost. Yep, a backup flashlight would have been nice. A big bright full moon would have been nice too, but no such luck here either. Sometimes if you give the batteries a rest they'll give up a few more moments of light. After a fashion the senior member finally made it out of the forest with a tale to tell.)

In the mean time with the sound of splashing and muttering well out of earshot, survival students were getting a hands-on demonstration of third generation night vision goggles. A tiny infra-red glow stick gave off enough light to illuminate the fire road. Looking up at the sky, stars shone out as bright points of light through the hazy sky. The landscape had a greenish tinge and people stood out as if it were broad daylight. Flashlights and the campfire appeared as over exposed hotspots.

Evening activities also included ham radio "DX-ing". An antenna wire strung up between trees picked up broadcasts from as far away as Greece, Italy, Colombia, Canada, and Nassau.

We all settled down to get some sleep, this wasn't even the beginning of the survival school activities. Cadets took turns watching the main camp/cook fire on rotating shifts all night long. Morning came all too soon. Did you know that it gets down to the low forties at night in the middle of June? Me neither. Fortunately a complete equipment list covered that contingency.



Physical training worked out the morning kinks from sleeping on a too hard and lumpy patch of ground. The cookfire was stoked up and a wide variety of freeze dried and shelf stable meals were pulled out to get the morning moving with a hot breakfast.

Just because you are on a survival course doesn't mean you can't have a capuccino.



Breakfast is the beginning of the survival course. Here students are guided through an object lesson in basic survival hygiene and sanitation .

Suppose you have cooked a meal in your mess kit.
A) Do you take it down to the stream and wash it out with some soap and water ? or
B) Do you clean it out by boiling some water in the pot?

(All water obtained from natural sources should be purified by boiling or chemical means)



Captain Wise Addresses Survival School Cadets

After breakfast, students are given a brief synopsis of the skills to be covered that day. These include pioneering tasks such as firebuilding, water purification, shelterbuilding, signaling, and first aid. Demonstrations also include preparation and stocking of a day pack, putting together an effective survival kit, and proper use of survival knives. The students are then issued an "Aircrew Survival Manual" and a Survival Food Packet.

Firebuilding is the first task. Students are given a basic theory of how to get a fire going and are broken up into groups to build a sustainable fire on the gravel roadway by the stream. The cadets and senior members are supervised by the staff members who give helpful hints and direction. The students are allowed to use one wooden match per attempt at lighting a fire. Flammables such as alcohol, paraffin and gunpowder are not allowed. Successful procurement of dry tinder and an ample supply of kindling is the key to getting a roaring fire going.

The fires are sustainable when the addition of larger branches will keep the fire going. The fires are then tended to let them burn out and produce the charcoal necessary for the next task.



Firebuilding requires: Tinder, Kindling, Fuel, Patience and a Match.



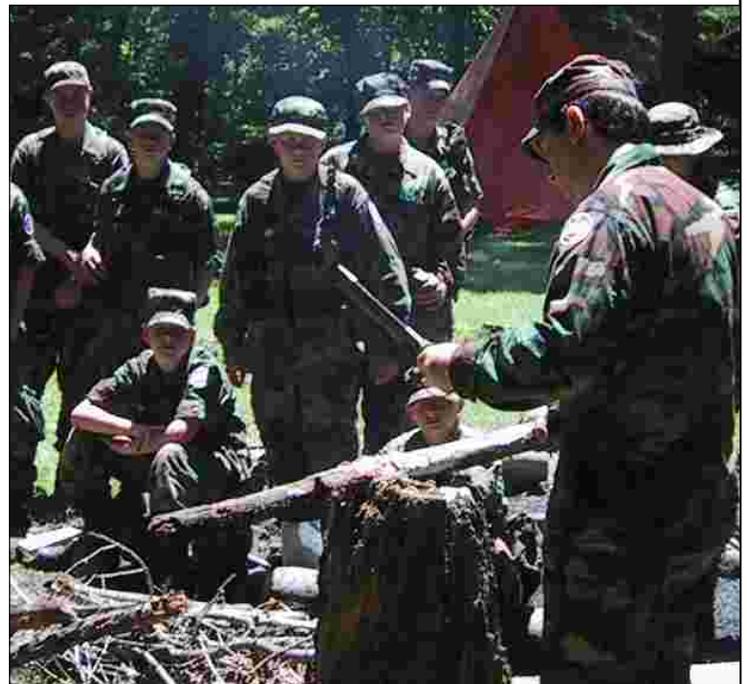
Items you'll need to filter drinking water :

- 3 short poles
- 3 squares of parachute material
- 10 feet of twine
- 1 field knife
- 2 handfuls of green grass
- 3 handfuls of sand from the creek bed
- 3 handfuls of charcoal from your fire.
- 2 containers to fill and catch filtered water

Water procurement is vital to survival. The average adult needs a minimum of 2 to 3 quarts of water depending on the environmental conditions. Water sources are surface water as in lakes and streams, precipitation from rain, dew, snow and subsurface sources such as cisterns and wells. For safety all water obtained in the wild should be purified with chemical water purification tablets or boiled for at least 10 minutes. Drinkable water must be filtered to remove large impurities before you boil it, unless you want to wind up with something like dirt soup. The student's task was to set up a water filtration system. The top filter comprised of green grasses remove larger bits of mud in the water, middle sand layer gets the smaller sediment and the final charcoal layer gets even smaller particles. The filter needs to be primed to get the filters functioning. Initially the water passes through and is a little cloudy, but eventually clears up.

No time to stop and rest yet, demonstrations of care and use of the survival tools and kits fill the rest of the morning. The information is coming at a fast clip but don't worry about being left behind (teamwork is also stressed no one will be left behind)

Want to know more ? Sign up for the next class scheduled late fall early winter. Notices will be going out by email or contact Capt. Wise if you are interested in taking or leading a class in survival skills. I had to leave early for another commitment and missed out on shelter building, signalling, navigation, and food procurement. I'll be back for the next class. ▲



Capt. Wise demonstrates wood chopping technique with a survival tool.



A Soviet jet fighter survival kit displays characteristics unique to the harsh environment typically encountered by downed pilots.

(from Page 1)

Background

The southeastern quadrant of Ohio is rugged, forested, sizable, and in some areas, very isolated. It is therefore the most likely location for our most challenging ES missions. And, due to the nature of all ES missions, but particularly in this region, any of our air or ground assets could find themselves in an emergency wilderness survival situation while participating in such a mission.

For this reason, plus the missions of our CN pilots, this dedicated survival school is being offered. Survival training has been covered piecemeal by various units throughout the Wing, however, it has often been combined with other types of training and thereby its effectiveness severely diluted. Some mission-rated pilots and aircrew are guilty of avoiding training in this topic because "it will never happen to me..." while others, ground team members primarily, simply have not had it available. And for everyone else, regardless of age, experience, or mission, a little adventure and lifesaving knowledge couldn't hurt!

Equipment for Survival School

1. Proper BDU uniform, Brown or Black T-shirt
2. Proper Black boots or Jungle Boots
3. Squadron-issued Peaked Hat or BDU Cap or Jungle Hat
4. Military-quality Poncho (very important) or 6x6' tarp
5. Food for 6 meals, snacks
6. Flashlight
7. Wooden Matches
8. 1-2 Canteen(s) and cover(s) with Cup
9. 2 gallons of drinking water per person in one gallon water jugs
10. 50ft. Twine or 550 cord
11. Field knife or Lock-Blade folding knife
12. Extra Socks
13. Notepad, Pencil
14. Lensatic Compass
15. 2 Heavy duty Trash Bags
16. Toilet Paper
17. Soap, Toothbrush, paste, Etc.
18. Sweater or Polypro Top
19. Webgear/LBE/Pistol Belt-Suspenders-Buttpack etc. and/or Backpack (all gear must be carried except for two gallons of water)
20. Leather Work Gloves
21. Insect Repellant
22. Space/Survival Blanket or Sleeping bag or Jungle Hammock
23. Membership Card & two Form 60's
24. \$6.00 for issued supplies and completion patchz

Optional Gear Can Include:

GPS Receiver, Handheld VHF Radio, Signal Devices, Camera, and Tent

For More Information on the Next Scheduled Class Contact:

Capt. Alan R. Wise, CAP

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OUR EYES in the SKIES



■ **STARTING YOUNG.** Patrick Delaney (right), 12, is a cadet with the North Canton Composite 278, a division of the Civil Air Patrol.



Repository / Michael S. Balash

■ **TRAINING.** 1st Lt. Greg Sarbach of the Akron-Canton Senior Flying Squadron 275, a unit of the Ohio Wing III of the Civil Air Patrol, flies a Cessna 172 over Lake Mohawk. All pilots for the Civil Air Patrol train a minimum of four hours in the air per month.

Civil Air Patrol remains true to its mission

By CHARITA M. GOSHAY
Repository staff writer

Moments after the attack on the World Trade Center, a small white airplane slowly circled over the devastation. Most people who noticed the aircraft had no idea that it was one of America's best-kept secrets.

Long before the term "homeland security" came into vogue, Civil Air Patrol volunteers had been providing just that.

For nearly 50 years, the air patrol has been assisting the military and law enforcement in search and rescue, training volunteer cadets, and providing aerospace education.

It flies more than 85 percent of all domestic search and rescue missions directed by the U.S. Air Force.

Locally, about 300 volunteers from several counties make up the Ohio Wing Group III.

Lt. Col. Ted M. Stults II, a second-generation flier and a retired military pilot from Jackson Township, is its commanding officer.

■ CIVIL AIR PATROL B-8



Repository / Michael S. Balash

■ **HOME AGAIN.** 1st Lt. Greg Sarbach of North Canton and 1st Lt. Don Wade of Massillon push a Cessna 172 into a hangar at the Akron-Canton Regional Airport.



■ **SEARCH AND RESCUE.** Master Sgt. Brian Bahr (far left), a member of the North Canton Composite 278, a division of the Civil Air Patrol, practices ground-search techniques at the National Guard Armory in Green.

Repository / Michael S. Balash

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Civil air patrol

■ CONTINUED FROM B-1

"It didn't get very big play," Stults said of the Sept. 11 surveillance. "All other aircraft had been grounded. The Civil Air Patrol was taking photographs for FEMA (Federal Emergency Management Agency), getting a 'footprint' of the damage from overhead."

As an official auxiliary of the U.S. Air Force, the Civil Air Patrol is the only group that has one foot firmly planted in the civilian sector, and the other in the military, explained Capt. Doug Jessmer, the Ohio Wing Group III public information officer.

Actually, the Civil Air Patrol is a precursor to the Air Force, having been formed on Dec. 1, 1941, by New York Mayor Fiorello LaGuardia. The Air Force was created in 1947. "The Civil Air Patrol played a big part in the stateside war effort," Jessmer said.

It is credited for sinking at least two Nazis submarines off the Atlantic coast during World War II.

Today, volunteers carry no weapons.

Jessmer said the organization was born as a result of people's wanting to help with the war effort, but who were not able to join in active service for various reasons.

"We're a come-as-you-are organization," Stults added. "A lot of people are ex-military."

But you don't have to be a pilot or veteran to be a Civil Air Patrol volunteer.

"Some people never go up (in planes)" Jessmer said. "But you need to go up eventually, if you want to advance."

Jessmer himself is not a pilot but is training to be an observer/navigator.

The Civil Air Patrol has three basic components:

Search and rescue

Between them, 1st Lts. Greg Sarbach of North Canton and Don Wade of Massillon have 50 years' expertise in flying, search and rescue.

As members of the Akron-Canton Senior Flying Squadron 275, a unit of Ohio Wing III, they are on 24-hour call.

Air search and rescue teams consist of a pilot, a navigator and

CIVIL AIR PATROL AT A GLANCE

- Led by New York City Mayor Fiorello LaGuardia, the Civil Air Patrol was founded on Dec. 1, 1941.

- During World War II, its pilots logged 500,000 patrol hours, sank two Nazi submarines, and saved hundreds of Army Air Corps crash survivors.

- In 1943, CAP was assigned to the War Department under the jurisdiction of the Army Air Forces.

- In 1948, President Harry Truman established the patrol as a federally chartered, benevolent civilian corporation.

- In May 1948, it became an official auxiliary of the Air Force.

- More than 100 people are saved each year through

patrol search and rescue missions. CAP also conducts an organ transport program.

- Ten percent of all Air Force Academy cadets are former CAP cadets.

- More than 18,000 young people participate in the CAP cadet program.

- The Civil Air Patrol works with the American Red Cross, FEMA, the Federal Aviation Administration and the U.S. Coast Guard Auxiliary.

- It owns the world's largest fleet of civil aircraft.

- Today there are 52,000 members in eight CAP geographical regions.

- To view CAP surveillance photographs taken at the World Trade Center, visit the "news and issues" category at:

<http://www.capnhg.gov>

an observer/scanner. Ground crews are assembled to search below.

"The idea of search and rescue attracted me," said Sarbach, a private pilot who joined the squadron in 2000. "We work as a team. We're an airborne platform for communication and searches."

Wade, who did search and rescue in the Navy, has been a communications officer for seven years. His job is crucial; he's the conduit between air and ground crews.

"The majority of us ... are military veterans," said Wade, a longtime ham radio operator. "This is another avenue for me to do search and rescue."

In 1997, Wade took part in a surveillance mission during flooding in southern Ohio, where the Civil Air Patrol took "real-time" photographs with a special camera. The photos taken at the World Trade Center were made with a digital camera.

By law, all U.S. aircraft are equipped with an "ELT," or Emergency Locator Transmitter. When an ELT is activated by a "G-Force," or sudden jolt, an inaudible signal is sent to a satellite jointly maintained by the U.S. Air Force and Russia.

The Air Force Rescue Coordination Center at Langley Air Force Base in Virginia notifies the area's closest missions coordinator for Civil Air Patrol's

wing group.

A plane and ground crews are dispatched to find the beacon, based on at least three "hits" received by the satellite.

Ohio Wing Group III has six Cessna-172 planes refitted with 180-horsepower engines.

All pilots, whether doing search or transport, must have at least 250 hours' flying time.

"Safety is the most important thing," said Sarbach, who has well over 1,000 hours of experience. "We're not going to send someone up there who just got their pilot's license."

Using a grid map, air searches are generally done between 800 and 1,000 feet. For extensive searches, an additional plane called a "high bird" is dispatched to fly between 5,000 and 6,000 feet.

Most distress beacons are false alarms. Some are caused by hard landings. Others are triggered when the device is taken out of a defunct plane but isn't disconnected from its battery.

"Ninety-nine out of 100 beacons are false alarms, but we're there, and we respond to every one of them," Jessmer said.

Cadets

Anyone who thinks polite teens have gone the way of the dinosaur has never met the cadets of North Canton Composite 278.

"They're the backbone of our program," Jessmer said. "You're

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GROUP III STAFF ROSTER

PLANS & PROGRAMS
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TRANSPORTATION
VACANT

going to see some discipline, respect and some outstanding kids.”

Famous cadets include Arnold Palmer, astronaut Frank Borman and Scott O’Grady of North Canton, a decorated fighter pilot.

The age range for joining the cadet corps is 12 to 18.

Dressed in military fatigues, the cadets undergo training every Sunday at the Ohio National Guard Armory in Green, where they focus on aerospace education, ground-search techniques, first aid/CPR, model rocketry, radio communications, leadership training, survival techniques and physical fitness.

Cadets are eligible for awards, college scholarships and specialized training.

“A lot of our cadets who are teens have never set foot in an airplane,” Jessmer said. “They get their feet wet through CAP. ... It’s a tremendous way for people to learn about aviation and the military.”

John Nep, a student at Cuyahoga Valley Christian Academy, became a cadet in 1999.

“I’m preparing myself for career in the Air Force,” Nep said. “I also wanted to serve my country.”

As a commander cadet, Nep, 17, has taken on a leadership role among the younger cadets.

“It offers you a little bit of discipline,” he said of the program. “It keeps you accountable, and it’s just a lot of fun.”

Like Nep, Cadet Tech. Sgt. William Pond, 15, of Clinton, intends to pursue a military career.

“I like it because it’ll help me get into the military,” said Pond, who has narrowed his choices to the Marine Corps and the Air Force.

Beyond the standard training, Cadet Brian Duell, 17, of Perry Township has been accepted into a pararescue orientation camp in Albuquerque, N.M.

Duell, who plans to join the Air Force, said he became interested in the program after meeting some cadets at an air show.

Ben Burroughs of Ellet is the only cadet in the group sporting the same wings worn by Air Force Academy cadets.

Burroughs, 18, earned those wings by logging 10 hours’ flying

For information on CAP

For information, contact Lt. Col. Paul J. Connor at (330) 849-2420; Capt. Peter Caron at (330) 688-7891; 1-800-359-2338, or visit the Web site at:

<http://www.cap.af.mil>

time at a national flight encampment.

“As a kid, I always liked airplanes, military planes,” he said. “Now that I’ve gotten older, I like the structure and discipline, and the uniforms.”

Cadets can join as late as 18, but when they turn 21, they must leave to join a senior squadron.

Aerospace education

Each year, the Civil Air Patrol works with public and private educators through dozens of workshops on aerospace education. The Civil Air Patrol also operates an aerospace resource center for teachers and publishes educational materials for kindergarten through college levels.

More than 1,000 teachers attend the organization’s National Congress on Aviation and Space Education.

The future of CAP

Jessmer predicts that as the nation’s security needs change, so will the role of the Civil Air Patrol. For example, the Utah Wing of the Civil Air Patrol conducted 24-hour air surveillance at the Winter Olympics.

Jessmer added that the Civil Air Patrol has long been used for surveillance by the Drug Enforcement Administration and the U.S. Customs Service.

“CAP has some pretty important missions,” he said. “We’re all doing this because we felt somebody needs to do it.”

For safety’s sake, the markings on the aircraft will change. It will feature a much larger insignia than the current one.

“An F-16 fighter pilot doesn’t have much time to read a 12-inch seal,” Jessmer said, smiling.

Ohio Cadet Earns Spaatz Award

Members of Ohio Wing,

It is with great pleasure that I announce that Ohio has yet another Spaatz Cadet. Please join me in congratulating C/Col. Christopher R. Gruber of the Parma Squadron, OH-131, for job well done. Chris has earned only the 1512th Spaatz Award since its inception in 1964. He joins recent Spaatz recipients Steve Jones, Amanda Colleary and Andrew Shepherd. Congratulations Chris!!

Thank you,
Michael Jay Murrell, Col., CAP
OHWG/CC

Carl A. Spaatz was the top American air commander of the Second World War, with both Dwight Eisenhower and Omar Bradley rating him the best combat leader in the European theater. After the war he became the first chief of staff of the newly independent Air Force.

Spaatz is portrayed as a "doer" and problem solver who achieved results. He was also an outstanding pilot and won the Distinguished Service Cross.

for more information see <http://www.spaatz.org>

Safety Corner

“Everybody is allowed 15 minutes per day to be stupid, just don’t do it in an airplane.”

- General James "Jimmy" Harold Doolittle

Heat exhaustion and heat cramps are common results of being exposed to high temperatures; heatstroke is a medical emergency which could result in death. However, with a few precautions and helpful tactics, most heat-related illnesses can be avoided.

Heat & Human Physiology

The ability to sweat is the most effective defense mechanism for cooling our body. When the human body becomes overheated, it begins to sweat and moisture collects on the outside of the skin. This moisture then evaporates, cooling the skin, blood, and eventually the entire body. However, in hot weather the moisture on the outside of the skin often does not evaporate quickly, and collects on the skin itself. Consequently, body temperature begins to rise, and the heart starts pumping more blood to the skin for added cooling. This in turn makes a person sweat profusely, and the loss of water and electrolytes, if not replaced, leads to one or more heat related illnesses. Humid conditions further increase the likelihood of heat-related illness. If a person stops sweating and the sun is hot, heatstroke may be imminent--seek medical attention immediately.

Heat Cramps Due To Fluid Loss

Heat cramping, the most common heat related illness, occurs when a person has been doing a great deal of physical activity in a hot environment. Losing fluid and electrolytes (sodium, potassium, glucose, etc.) through sweating causes the muscles in the body to contract slowly, causing painful muscle spasms.

Preventive Treatment:

- Drink plenty of fluids
- Ensure adequate electrolyte intake by drinking

fluids like Gatorade or Powerade

- Rest frequently in a cooler, shaded environment

Heat Exhaustion

Heat exhaustion usually occurs over a span of a few days, when a person works long periods of time outdoors in the heat, without drinking enough liquids. Over the course of this time, the person loses electrolytes and water.

There are three main types of heat related illnesses:

- **heat exhaustion**
- **heat cramps**
- **heat stroke**

Symptoms:

- Nausea
- Headache
- Weakness
- Confusion
- Elevated temperature
- Accelerated pulse
- The victim may pass out

Treatment:

- Lay the victim in a cool, shaded place
- Remove personal protective equipment
- If conscious, have the victim drink water or fluids such as Gatorade or Powerade
- Seek prompt medical attention

Heatstroke

Heatstroke is a life threatening medical emergency and is the most deadly of the heat related illnesses. Again, prolonged exposure to heat and minimal consumption of liquids are both causes of heatstroke.

Symptoms:

- Headache
- Slurred speech
- Dizziness

- Faintness
- Hallucinations
- Seizures
- Loss of consciousness
- The skin is hot and dry to the touch

Treatment:

- Seek immediate medical attention
- Lay the victim in a cool, shaded place
- Remove personal protective equipment
- If conscious, have the victim drink water or fluids such as Gatorade or Powerade

Exertional Heatstroke

Exertional heatstroke, may happen much more quickly, usually after a few hours of strenuous exercise. The skin is able to sweat, but due to the increased activity and heat, the body is unable to cool itself fast enough and body temperature rises to dangerous levels. Exertional heatstroke victims are usually young and relatively healthy people, such as runners. If you suspect someone has heatstroke, seek medical attention as soon as possible.

Ways to prevent heatstroke:

- Drink plenty of water—a pint to a quart every hour
- Take more frequent breaks as heat and humidity increase
- Work during the coolest part of the day, if possible
- Protect skin by wearing proper clothing. Shirts should have long sleeves. Wear a wide-brim hat
- Work at a reasonable pace

Remember

Our ability to cope with heat varies with age and physical condition. The young and very old are at particular risk of heat related illnesses. People who are overweight, physically unfit, drink too much alcohol, suffer from heart conditions, or are not used to hot summer weather may be at greater risk of heat stress and injury. The following guidelines can be used to keep cool and avoid the dangerous consequences of too much summer heat:

Slow down. Avoid strenuous activity. If strenuous work is necessary, do it during the coolest part of the day, usually between 4 a.m. and 7 a.m..

Stay indoors as much as possible. If air conditioning is not available, stay on the lowest floor and out of sunshine. Circulate air with fans. Electric fans do not cool the air, but they do help evaporate sweat, which cools the body.

Wear lightweight and light-colored clothing. Light colors will reflect away some of the sun's energy. Drink plenty of water regularly and often. Water is the safest liquid to drink during heat emergencies. Avoid drinks with alcohol or caffeine. They can make you feel good briefly, but they make the heat's effects on your body worse. Drink plenty of fluids even if you do not feel thirsty. To replace the four to eight quarts of sweat that may be produced in hot weather, people require one-half to one cup of water every 20 minutes.

Eat small meals more often. Also, avoid foods high in protein; they increase metabolic heat. Don't use salt tablets unless directed by a physician.

Acclimate yourself if you must work outdoors. To achieve acclimation, a person must work in the heat at the activity level required by the job. Acclimatization involves a stepwise adjustment to heat over a period of a week or sometimes longer. On the first and second day, work one-third of the work day; on days three and four, work one-half of the workday; and on days five and six, work two-thirds of the workday. Repeat this procedure anytime you miss a week or more of work.

Although heat related illnesses can be very serious and deadly, they can also be avoided. If the safety precautions are taken, the heat should not be limiting to your summer time activities. Remember to have fun in the sun safely. ☺

SAREX :

Originally published Sunday, August 17, 2003
Mansfield News Journal

Patrol prepares for a disaster

[Photo] Daniel Melograna



During the Civil Air Patrol disaster exercise at Mansfield Lahm Airport on Saturday, 1st Lt. Jason Kauffman, along with senior patrol officer Bob Washburn, works the radio.

By Ron Simon News Journal

MANSFIELD -- Somewhere down in Mohican State Forest, a member of Ohio's Civil Air Patrol was baby-sitting a live electronic locator transmitter.

And everyone was trying to find that person.

Second Lt. John Dawson of Norwalk said the transmitter is part of every airplane and helps searchers find planes if they go down.

Dawson said around here, that's the Ohio Wing Civil Air Patrol's job.

Saturday morning, 33 Civil Air Patrol members gathered at the Mansfield Lahm Airport terminal to carry out a pair of exercises.

One was a search and rescue operation and the other a disaster response.

"I think they're planning a tornado," Dawson said.

He said 95 percent of the locator signals that go off are false alarms; even a bumpy landing can set them off.

But when the call is real, the Civil Air Patrol has to move fast.

"In most cases of downed aircraft, the possibility of anyone surviving drops fast after 72 hours. Our average location and rescue time is 18 hours," he said.

Two planes were taking turns in the air, overflying the Mohican State Forest area. The teams were sending their information into a communication station where a senior patrol officer Bob Washburn of Amherst was taking notes.

He said the air searchers were homing in on that lonely signal and it would not be long before a ground team headed for the site to carry out a rescue.



Incident Commander Major Kevin Dwight well in control of the SAREX.

Dawson was hoping that would not be too long because bad weather was in the forecast and the patrol wanted its planes on the ground before rain arrived.

"The Civil Air Patrol has 1,600 members in Ohio," Dawson said. "There are cadets who are 12 to 18 and adults who are senior members. It consists of people who are interested in aviation. Many of us are former military people. We're all volunteers."

Dawson said the U.S. Air Force supplies uniforms and expertise and was providing judges for the exercise.

"The really big one, the one the Air Force will really judge us on, will be at Findlay next week," Dawson said. "We do about three or four exercises a year. Search and rescue is a big part of the job the Air Force assigns us."

submitted by: 2Lt John Dawson

Flight Log : Mansfield SAREX Mission Base

8/18/03

Situation Concept

A local report of an ELT alarm was received, and about the same time AFRCC reported that a commercial flight recorded an alarm. The coordinates determined the signal to be originating in the area of Loudonville, in the Mohican area. A ground team was to be launched, as well as an aircraft.

After the exercise was concluded I spoke with Incident Commander, Major Kevin Dwight, and Operations Section Chief, Captain Paul Siglock. Here is what was reported to me in terms of overall activities and/or accomplishments.

There were 2 ground sorties which were launched on Saturday. One was to search for the missing aircraft, and one to act as a communications relay team which was necessary due to the topography. The ELT was located at the mock crash site, however there were no victims found to be in the area. This ground team then attempted a search for missing persons, but were recalled before a find was made, due to weather.

On the aircraft side (Saturday) a sortie was made to do photo damage assessment on RR tracks from Norwalk to Wellington, and on to Lodi. On return trip aerial digital photos were made in the Peru, North Fairfield, and Havanna, Ohio areas for damage assessment.

The second aircrew launched on Saturday did an electronic search, and flew grid patterns in the area of Findlay, and Fostoria, Ohio. Another flight was launched, but was cut short due to the possible extreme conditions of the weather report. They were attempting RR damage assessment from Galion, Shelby, Wellington, Grafton, as well as aerials NW of Sycamore, and Bucyrus.

It was reported that a head count for Thursday was 34, and an estimate of about 20 for Sunday activities.

Members of Staff were as follows:

IC Major Kevin Dwight
SO 1Lt. Ken Jaworski
IO 2ndLt. John Dawson
Planning Section Chief....LTC Paul Rickert
Ops. Section Chief....Captain, Paul Siglock
Logistics Section Chief....LTC Raymond Applegate
Finance/Admin Section....Capt. Demyan
Air Operations Branch Director...Col. Voyticky
Comm. Unit Leader....1Lt. Jason Kaufman
Facilities Unit Leader...LTC. Raymond Applegate

by: 2Lt. John Dawson

Flight Log : Green County SAREX Mission Base

For Immediate Release: 02 August 2003

Xenia--

Civil Air Patrol Holds Mock Search and Rescue Exercise

The Ohio Wing of the Civil Air Patrol (United States Air Force Auxiliary) along with units from the Kentucky Wing will hold a preparedness drill based at the Green County Airport in Xenia, OH.

The Search and Rescue Exercise (SAREX) involves the participation of 28 Senior and 12 Cadet members of the Civil Air Patrol ; 7 aircraft and 5 ground vehicles in the following scenario:

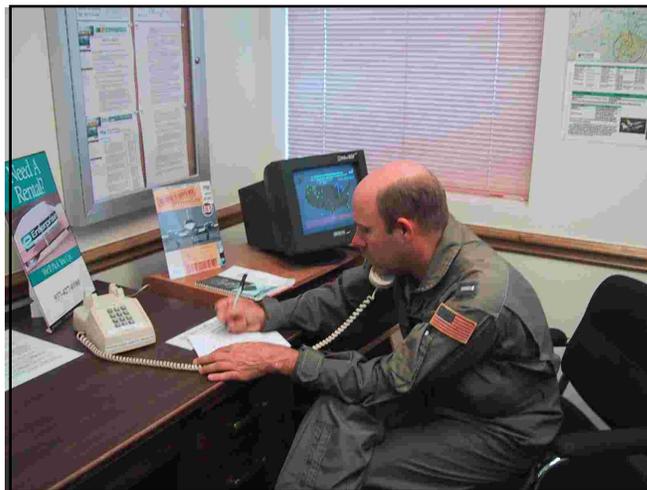
Practice Scenario:

Western Kentucky has reported a massive earthquake along the New Madrid Fault Line. Damage to states abutting Kentucky has been reported. The Ohio Emergency Management Agency has activated the Emergency Operations Center and a forward mission base has been established at Green County Airport near Xenia, OH.

The Following counties in Ohio are affected:

Hamilton	Highland	Ross	Clermont
Adam	Clinton	Brown	Butler
Preble	Montgomery	Greene	Fayette
Pickaway	Price	Scioto	Darke

Ground and Aircrew teams will be assessing damage to railroad tracks, highways, structures and bridges across the Ohio River in order to coordinate aid to victims in Ohio and Kentucky. A practice Emergency Locator Transmitter (ELT) signal has also been activated indicating a downed aircraft within the search area. The Search teams will be searching for and photographing their assigned targets and will be transmitting their findings to the mission base.



Mission Pilot 1LT Rowe checks weather with FAA flight service station and automated DUATS prior to sortie.

The Civil Air Patrol conducts over 85% of all inland search and rescue in the United States as tasked by the Air Force Reserve Coordination Center. The Civil Air Patrol provides disaster relief support to local, state and national disaster-relief organizations.

are evaluated by the Air Force for effectiveness of training and qualification of members to carry out actual missions.

The weather has delayed the launch of aircraft and ground teams, but the training goes on in the way of planning and instruction. The Civil Air Patrol is represented by Incident Commander, Maj. James Beck, CAP and Operations Director, Lt Col Ken Voyticky, CAP. The Air Force is represented by Directors for CAP-USAF Liason , John Bushko and Robert Dickerhoof.



Incident Commander Maj James Beck and Mission Briefer Capt Francis Brown coordinate with ground and air crews.

by: 2Lt Frank Sarmiento

Weather Washes Out Another SAREX.



Pilots and Aircrew Discuss Options : Weather not expected to improve, mission is called off.

From the Green County Mission Base Oplan

Alternate airfields and mission recall procedures

The following airfields can be used by Green County base in case of adverse weather: **Green County** – Cox-Dayton or Dayton Wright Bros

Aircraft Recall will be via CAP radio transmitting recall pro-word (**HOME PLATE**). If mission aircraft without CAP radio capability are airborne, the recall will also be transmitted on 122.9 Mhz.

Aircraft encountering weather which will impact continued air operations will immediately advise mission base and obtain revised instructions. Search activity be terminated if VFR conditions cannot be maintained while at the designated search altitude. The Pilot in Command (PIC) has final authority in determining if weather in his area meets required ceiling/visibility criteria.

- The first sortie of the day encounters low and descending cloud ceilings about 12 minutes from wheels up. Mission Base is alerted and sorties are halted pending an in depth review of the weather forecast.