

CIVIL AIR PATROL
Auxiliary of the U.S. Air Force

2009
NORTHEAST REGION
SEARCH AND RESCUE COMPETITION
OPERATIONS PLAN

(Current: edition 20 May 2009)



NOTICE THE WARB FORCE COMMAND (Security forces) WILL BE ACTIVE THIS HOLIDAY WEEKEND. ALL TEAMS MUST FOLLOW BASE SPEED LIMITS, HAVE VEHICLE HEADLIGHTS ON, USE SEATBELTS AT ALL TIMES AND LIMIT USE OF CELL PHONES UNTIL VEHICLE IS AT A COMPLETE STOP.

I. GENERAL: The CAP Northeast Region (NER) will be hosting a comprehensive Search and Rescue Competition (SARCOMP) on 23-24 May 2009 at Westover Air Reserve Base (ARB), Massachusetts. Westover is just northeast of Springfield, Massachusetts and 25 miles north of Hartford, Connecticut. Information about Westover and directions to the base can be found at: www.wmass-arptcef.com. Each wing may send up to 24 competition participants, two competition aircraft and two competition ground team vans. An unlimited number of spectators may also attend. The NER Cadet Competition will also be at Westover at the same time. Billeting has been coordinated on base for both events. The basic rooms rates are: enlisted quarters \$34.75 per person per night; officers quarters are \$39.00 per person per night and the distinguished visitor suites are \$48.25 per person per night. Trophy plaques and certificates will be presented for first, second, and third place in each event (IC, air and ground events) based on cumulative points. A trophy plaque and certificates will be presented to each of the top three wings. Two CAP GA-8 aircraft will be flying on 23 May 09 as high bird communications relay, and will provide simultaneous ARCHER mission crew proficiency flights. Training funds have been set aside by the NER for all flight operations.

Details for the competition events are included in attachment 1. Scoring criteria for competition events are included in attachment 2. The communications supplement is included as attachment 3. A list of contact numbers for Westover ARB is contained in attachment 4. Souvenir black t-shirts and quality navy blue golf shirts with the NER SARCOMP patch on them will be sold to help overcome overhead expenses. We would like everyone to buy at least one shirt. See attachment 5 for order blanks. **The menu and meal prices have been established (see attachment 6 for details).**

For wings that feel they are not ready to compete, please send a team anyway for the training and the learning experience. Consider joining with a sister wing to form a composite team. Join the fun.

II. PURPOSE: Our primary duty during Emergency Services (ES) is to save lives, and to mitigate suffering and loss of property and to support agencies that do. The purpose of this Search and Rescue Competition (SARCOMP) is to further enhance excellence, mobility readiness, esprit de corps, and mission skills through open competition. Competitions motivate participants to train to be the best. **This SARCOMP is being considered as a template/dry run for a possible future National SARCOMP.**

III. SCOPE:

- All SARCOMP air and ground events will be within Massachusetts state boundaries. Note: The wing ICT should bring a New York and a Montreal sectional to support the “Table Top Exercise.” The problems extend into Maine.
- 30+ Aircraft planned:
 - Two competition aircraft per wing (18 aircraft)
 - One backup/transport aircraft per wing (9 aircraft)
 - One NER aircraft for oversight and transportation (1 aircraft)

Two NER GA-8 Archer equipped aircraft for proficiency training and high bird use (2 aircraft)

- 235+ Personnel planned:
 - Two ground teams from each wing (10x9=90 GT members)
 - Two aircrews from each wing (2x3x9=54 aircrew personnel)
 - One 5-person incident command team from each wing (5x9=45 IC members)
 - Three personnel from each wing to support the ICT (3x9=27 MSA members)
 - Competition Control Team and Judges (33+back-ups)
 - Flight Line, Communications, Target Teams, Field Mess (15+)
 - Two 4-person Archer crews (8)
- NOTE: Partial teams are welcome. Minimum team requirements are the ICT – 4, the AC – 3, and the GT – 4 personnel.

NOTE: The SARCOMP Project Officer has waived the “Written Tests” on Sunday morning. References to the “Written Tests” throughout the Oplan should be disregarded.

- The following competition events and problems are planned (see attachment 1):

Incident Command Team Events:

ICT Evaluation
Tabletop Exercise
Written Test on Sunday Morning

Air Events:

Image Capture Problem
Route Search Problem
Grid Search Problem
Air to Ground (radio out) Coordination Problem
Aircrew and Aircraft Equipment Inspection
Written Test on Sunday Morning

Ground Events:

Wilderness Rescue Problem (w/mouflage)
Land Navigation Problem
Line Search Problem (w/mouflage)
ELT Search Problem
Air to Ground (radio out) Coordination Problem
GT Equipment and Vehicle Inspection
Written Test on Sunday Morning

IV. WING PROJECT OFFICERS:

- Insure readiness of two corporate aircraft; two aircrews of 3 persons each; one complete SDIS system (Note: If wing is SDIS capable the system must be brought; if not ensure corporate camera and spare camera are brought ready for use); two fully equipped GT totaling a maximum of ten personnel with two equipped competition vans; and an ICT with five persons to staff the Incident Commander, Operations Section Chief, Air Operations Branch Director, Ground Branch Director, and Planning Section Chief positions. Each team may bring up to three MSA to assist the ICT.
- Provide full name, rank, unit charter number, competition position, and CAPID number of all participants and guests from your wing **not later than 20 Apr 09**. We recommend providing back-up names. Send list to Maj Judy Hewett at cmdrsis@stny.rr.com and Col Dave Braun at djbraun@suscom-maine.net. Any questions contact Lt Col Joe Abegg at (C) 609-605-0607.
- Equipment wings should bring: aircraft wheel chokes, tie down ropes, a mission kit, status boards, maps, charts, computer(s), heavy duty extension cord totaling at least 100 feet, surge protector/power strip, two rolls of duct tape to tape down extension cord, etc.
Note: one eight foot folding table and five folding chairs, and access to one electrical outlet will be provided for each wing ICT. You will not be allowed to have tables and chairs in excess of this allowance.
- The host wing, Massachusetts, will have one complete additional SAR team on stand-by to handle any actual ELT missions that may be tasked by AFRCC during the competition.
- All participants will be required to bring a completed Emergency Notification CAPF 60 to sign-in.
- Team PO, IC, PS Chief, OS Chief, AOB Director, GB Director, PIC, and GT leaders only will attend the 2000 in-briefing in the Hanger 1 conference room.
- Specific communications requirements are contained in Section XI and attachment 3 of this Oplan.

- Provide list of aircraft tail numbers, aircraft type, assigned CAP tactical call-sign, PIC name and CAP ID Number, departure airport (origination) abbreviation, and ETA at WARB **not later than 20 Apr 2009** so the CCT OS can coordinate Prior Permission Required (PPR) numbers with the State Director and Westover Base Operations. Send list to Col Dave Braun at djbraun@suscom-maine.net. It is recommended that each wing provide information on a back-up aircraft in the event of last minute changes.
- **Failure to obtain a PPR number will require you to land on the civilian side of the field and arrange for your own transportation to the military side.**

V. RULES OF ENGAGEMENT:

- All teams sign-in between 1300 and 1800 in Hanger 1 near Base Operations.
- Cadets may participate in any ES position as allowed by CAP regulations.
- Bonus points will be given for each cadet performing in the competition.
- Professional standards, grooming standards, uniforms, documentation, aircraft, and vans must be as required by CAP regulation.
- All participants will be graded on appearance and professionalism.
- GT will not use cell phones or satellite phones during competition events.
- The wings will select two GT comprising a total of ten members.
- GT members may be moved back and forth between the two teams.
- All competitors will wear their CAP 101 cards attached to their uniform.
- Aircraft arrival/departure procedures to be coordinated and released at a later date
- NER will provide a radio base station and continuous high bird radio relay
- Wings will use their assigned wing call signs throughout the competition.
- Uniform types will be as desired and allowed by CAP regulation.
- Wing Commanders may approve discrete uniform items as allowed by CAPM 39-1.
- Crew duty times will not be waived.
- All events will start at the scheduled time and finish at or before the scheduled time.
- Aircrews and GT must be at their search area at the designated time. They may not enter the search area any earlier than the scheduled time, big brother will be watching. For the aircrews, ATC will be watching also.
- During competition air events mission aircrews will report departing (wheels-up) and arriving (wheels-down) times; report time entering the search area initial point; and time when exiting the search areas via their CAP radio on channel (refer to attachment 3). Points will be awarded based on compliance with this requirement. To prevent frequency congestion the traditional 30 minute “Operations Normal (Ops normal) check-ins will not be used.
- During competition ground events ground teams will report departing and arriving times at Westover; arriving at the search area initial points (IP) for each event; and when departing search areas via their CAP radio on channel (refer to attachment 3). Points will be awarded based on compliance with this requirement. To prevent frequency congestion the traditional 30 minute “Operations Normal (Ops normal) check-ins will not be used.
- GA-8 aircraft will fly as high bird for radio relay if crews and teams are unable to reach Westover Base via radio.
- All GT and aircrew participants must bring their own compliant radios.
- Seatbelt use is mandatory while on Westover and the use of cell phones by vehicle operators is illegal when the vehicle is in motion.
- Each wing will process required information into WMIRS.
- Only flight operations will be cancelled during inclement weather. All ground operations will proceed as scheduled
- All CAP vans will have their headlights on when in motion.

- All CAP aircraft will have their pulse lights on when in motion. If pulse lights are not installed use taxi/landing lights when in motion.
- Bonus points will be awarded to wings that provide ARCHER mission crews (consisting of a pilot, copilot/observer, TRAC operator and a console operator) for ARCHER proficiency training and/or a GA-8 pilot and copilot/observer aircrews to fly highbird. Proficiency training will be for ARCHER mission crews and highbird operation will be for GA-8 pilot copilot/observer aircrews. Each wing that sends a full ARCHER mission crew for proficiency training will receive a maximum of 25 extra points. The mission crew must fly 1 proficiency sortie to receive these points. Each wing that sends a GA-8 pilot copilot/observer aircrew to fly highbird will receive 5 bonus points for each sortie flown of three hour duration.
- The Safety Officer will deduct competition points for safety violations. All subject matter judges are designated assistant safety officers and can deduct points for safety violations.
- Bonus points may be awarded for enhanced safety and ES innovations
- All aircraft inbound to Westover ARB must file an FAA Flight Plan with the PPR # listed in the remarks column as follows: “Notify KCEF Base Operations PPR# _____”. This is in lieu of a CAPF 104. Outbound aircraft from WARB must file an FAA Flight Plan before departure.
- A copy of your FAA Flight Plan with weight & Balance and risk assessment worksheets for each aircraft you bring to the competition must be provided to the CCT OS upon arrival.

VI. NER LOGISTICAL REQUIREMENTS:

- IC Command and General Staff positions for the Competition Control Team
- Four support vans for CCT/Judge transportation
- Twelve 8 foot folding tables (one for each wing and three for evaluation & scoring team)
- Eighty folding chairs
- Nineteen aircraft competition targets: (one for the air/ground coordination problem, ten for the route search problem, four for the grid search problem, and four for the image capture problem).
- Two training ELT with extra batteries for GT competitions
- Radio Communications Base Station and continuous high bird on Saturday
- Prepare three 25 Question Tests (one GT, one aircrew, one for the ICT)
- Coordinate Military Support Authorizations for all participants
- Coordinate AF Reserve personnel from Westover for moulage and evaluation
- Col Fred Belden to organize all applicable SARCOMP meals
- Two PowerPoint projectors and screens.
- Computers, printer, copier, paper, stationary, extension cords, duct tape
- Status Boards, Incident Map, Score Boards (or projections) for CCT and Judges
- Trophy plaques and certificates: 3 overall team, 3 aircrew, 3 GT, and 3 IC staff
- Multiple Certificates of Appreciation for Westover ARB and personnel

- Judges to be primarily former Wing/CCs if available
- Target team(s) will be led by Col Don Prouty
- CAPF 120s to be submitted by IC for deserving personnel
- Coordinate with ATC for discrete Aircraft Transponder Codes
- WMIRS: estimated 188 flying hours and 23,320 van miles
- Bring three large tents for Judges, CCT, and CISM staff
- Two GA-8 aircraft for high bird and ARCHER mission crew proficiency flights
- Bring NER moulage kit as back-up
- Bring flightline equipment: orange cones, spray paint, wands, and vests
- Two fire extinguishers for flightline (WARB will provide 1 large bottle extinguisher).
- Bring police tape to mark off GT grid search area
- Procure water igloo for flightline staff
- Procure badges for CCT and Judges
- Maine Wing test correction machine

VII. FACILITIES:

- Large aircraft hangar for IC team portion of competition at Westover ARB, MA
- Aircraft parking for 30 aircraft. Tie-down points must be available.
- Back-up only: lodging or camping area for 235 personnel if no billeting
- Back-up only: port-a-potties for 235 people if camping
- Use of Westover hanger #1
- Van Parking
- Back-up only: water trailers/buffalos
- Back-up dining facilities or a CAP field kitchen or chuck wagons/canteen trucks from Salvation Army or American Red Cross
- Availability of aviation fuel & maintenance
- MA Wing Communications Van and parking spot

VIII. NER SARCOMP COMPETITION CONTROL TEAM (CCT):

- Incident Commander – Lt Col Joe Abegg
 - Aid-de-camp – C/Col Natasha Cohen
 - Chaplain – Lt Col Van Don Williams
 - Agency Liaison – Major Bob Seaton
 - Public Information Officer – Capt Jim Ridley, Sr. and team
 - National Photographer – Susan Robertson, NHQ
 - Safety Officer – Lt Col Andy Liddle
 - Flight Line Safety Officer (Trainee) – Gerry Marketos
- Planning Section Chief – Malcolm Dickinson
 - Deputy Planning Section Chief – Maj Shane Lipson
- Operations Section Chief – Col Dave Braun
 - Air Operations Branch Director – Lt Col Ron Volungus
 - Deputy AOBD - Lt Col Steve Perta, NYWG

- Ground Branch Director – Maj John Borges, NHQ
- Deputy GBD - Dawn Tardiff
- Logistics Section Chief – Maj Bob Seaton
 - Assistant Logistics Section Chief for Field Kitchen – Col Fred Belden, MAWG
 - Communications Branch Director – Lt Col Andy Feldman
 - Deputy CBD – Ken Wydla
 - Flight Line Supervisor – Maj Jerry Vinokur
- Finance/Admin Section Chief – Maj Judy Hewett
- Target Team Task Force Commander – Col Don Prouty, NHQ
- Chief Judge – Col Skip Guimond, NHQ
 - ICT Event Subject Matter Judges
 - ICS Evaluation – TBA
 - Tabletop Exercise – Lt Col Joe Sirois
 - Air Event Subject Matter Judges
 - Image Capture Problem – Lt Col Steve Perta, NYWG
 - Route & Grid Search Problems – Lt Col Ron Volungus
 - Air to Ground (radio out) Coordination Problem – CAP-USAF personnel
 - Aircrew and Aircraft Equipment Inspection – Cpt Kurt Pricer
 - Ground Event Subject Matter Judges
 - Wilderness Rescue (w/Moulage) – Mark Kleibscheidel/439th AES staff
 - Land Navigation Problem – Col Austyn Granville
 - Line Search Problem – Mr. Rich Toman, Massachusetts SP SAR Coordinator
 - ELT Search Problem – Lt Col Joe Goldman
 - GT Equipment and Vehicle Inspection –
 - Backup Judges: Lt Col Bill Hughes, CAP/MIMS; Maj Mike Pagan

IX. SCHEDULE:

- FRIDAY, 22 May 09
 - 0900 – 1800 Mobile Communication Center Operational
 - 1200 – 1800 Flightline Operational
 - 1300 – 1800 Sign-in and Billeting Check-in
 - 1330 – 1630 GA-8 ARCHER proficiency flight
 - 2000 – 2100 Competition General Briefing (Info, safety, ROE, admin)
 - 2100 – 2359 Wing Incident Command Post (ICP) set-up and wing Planning
Section Chief's do initial planning
- SATURDAY, 23 May 09
 - 0700 – 1900 Mobile Communication Center Operational
 - 0700 – 0730 General and Safety Briefing
 - 0700 – 1900 Flightline Operational
 - 0730 – 1900 GA-8 ARCHER proficiency flights
 - 0730 – 1900 Continuous high bird coverage
 - 0800 – 1900 Competition

- SUNDAY, 24 May 09
 - 0730 – 1200 Mobile Communication Center Operational
 - 0800 – 0900 Written Tests Administered
 - 0900 – 1000 Chaplain Service(s)
 - 0900 – 1000 Tests Graded and Judges Final Scoring
 - 1000 – 1100 Awards Presentations
 - 0730 – 1600 Flightline Operational

X. SCORING POINTS (2000 total points are available):

- Incident Command Team Events
 - ICT Evaluation
 - Incident Management (100 points)
 - Logs/Status Boards/Maps (100 points)
 - Documentation (100 points)
 - Command and Control (50 points)
 - Tabletop Exercise (100 points)
 - Written Test on Sunday morning (100 points)
- Air Events
 - Image Capture Problem (100 points)
 - Route Search Problem (100 points)
 - Grid Search Problem (100 points)
 - Air to Ground (radio out) Coordination Problem (100 points)
 - Aircrew and Aircraft Equipment Inspection (50 points)
 - Written Test on Sunday morning (100 points)
- Ground Events
 - Wilderness Rescue Problem (100 points)
 - Land Navigation Problem (75 points)
 - Line Search Problem (75 points)
 - ELT Search Problem (50 points)
 - Air to Ground (radio out) Coordination Problem (100 points)
 - GT Equipment and Vehicle Inspection (100 points)
 - Written Test on Sunday morning (100 points)
- Discretionary (bonus points) for effectiveness/professionalism (300 points)
- Discretionary (bonus points) for ARCHER mission crew & GA-8 aircrew support (25 points and 5 points/sortie)

XI. COMPETITION COMMUNICATIONS REQUIREMENTS:

- The CCT will provide a mobile communications center (MCC) that will handle all message traffic between the wings and their deployed assets. The MAWG Communications van will support that role.
- Wing Project Officers must ensure they bring as many EF Johnson mission VHF radio and ISR radio assets as they can spare to assist with competition support. Extra

- points will be awarded depending on the number of assets brought and loaned to the CCT.
- Wing Project Officers must coordinate with their Wing DC to ensure any communications asset brought to the SARCOMP is programmed correctly IAW attachment 3 to this Oplan. This includes any aircraft (including the GA-8) communications equipment.
 - Wing Project Officers will report to the MCC after check-in at Mission Base. They must bring (2 copies) a list of ALL communications assets brought to the competition with make, model and serial number listed. The list should be in two parts, one listing all communications assets brought to support their team and the second listing all communications assets available for loan to the CCT.
 - Some wing assets may be temporarily reassigned during the competition. The CCT CBD (Lt Col Andy Feldman) will be responsible for custody control of any reassigned assets.

ATTACHMENTS:

Attachment 1 – Master Events

Attachment 2 - Scoring Criteria

Attachment 3 - Communications Plan

Attachment 4 - List of contact numbers for Westover ARB

Attachment 5 - Order Blanks

Attachment 6 – Menu and prices

MASTER EVENTS

The following events/problems will be utilized during the 2009 NER SARCOMP. Any questions on the events and problems should be addressed to the CCT Operations Section Chief.

INCIDENT COMMAND TEAM EVENTS

The CCT will provide a Mobile Communications Center (MCC) that will handle all message traffic between the wing and their teams. The MCC will receive position reports from the AC and GT and relay to the respective wing ICT and to the CCT OS.

The CCT will make available to the wing teams the latest WX, NOTAMs, and Hazard information.

The CCT will provide a continuous radio communication relay platform (high bird) to relay message traffic for aircrews and ground teams that are unable to establish contact with the MCC at WARB.

The wing Incident Command Team (ICT) will be given a mission package after Friday night's incident briefing with the problem description, entry and exit locations and search area entry and exit times from the CCT Operation Section.

The wing ICT will brief the problems to their teams for mission planning and will provide their teams approval to launch.

Sorties will be numbered as follows: Maine Wing dispatches first aircrew – sortie is ME A-1, second aircrew sortie is ME A-2, first ground team deployment is sortie ME G-1, second sortie is ME G-2, etc. New York Wing will use NY A-1, A-2 etc.

1. INCIDENT COMMAND TEAM EVALUATION:

This problem is designed to evaluate the Incident Command Team and how well they implement ICS/NIMS protocols.

Each wing will field a wing Incident Command Team (ICT) with the following ICS positions filled: IC, OSC, PSC, AOBD, and GBD. Up to three additional personnel may be brought along as MSA to assist the wing ICT.

Each wing ICT will process all paperwork and manage deployment and recovery status for their aircrews and ground teams.

Each wing ICT will conduct the tabletop exercise as they would a real mission.

Each wing ICT will process required information into WMIRS.

Incident Management:

Each wing ICT will be evaluated on how they fill their ICT positions.

Each wing ICT will be evaluated on how well they know and perform in the following ICS positions: IC, OSC, PSC, AOBD, GBD, and MSA. Any ICS position not identified above, that are needed by the wing ICT during the SARCOMP, will be filled by one of the above staff. The wing ICT Organization Chart must reflect those positions and who is filling them.

Each member of the ICT will be interviewed.

Each wing ICT will be evaluated on their knowledge of and use of ICS/NIMS protocols and forms.

Each wing ICT will be evaluated on their ability to perform mission planning, briefings, debriefings, and how they manage deployment of their AC and GT.

Logs/Status Boards/Maps:

Each wing ICT will be evaluated on the completeness and accuracy of their organization (manning charts), incident logs, status boards and situation maps.

Each wing ICT will be allowed to use any type of incident logs, status boards and situation maps. A copy of all organization (manning charts), logs, status board data and situation maps will be provided to the Competition Control Team (CCT) Operations Section (OS) at the end of the day; their completeness, accuracy and neatness will be evaluated.

Documentation:

Each wing ICT will be evaluated on the completeness and accuracy of their CAPF 104 and CAPF 109.

Each wing ICT will provide copies of all CAPF 104 (with weight and balance and risk assessment worksheets attached) and CAPF 109 (with risk assessment worksheet attached) to the CCT OS when each AC and GT are first dispatched; copies of the finished CAPF 104 and CAPF 109 will be delivered after the crews have debriefed. The completeness and accuracy of these forms will be evaluated.

Command and Control:

Each wing ICT will be evaluated on their ability to maintain command and control of their aircrews (AC), ground teams (GT), and members of their ICT.

2. TABLETOP EXERCISE:

Each wing ICT will receive a Search and Rescue (SAR), Disaster Relief (DR), and a Homeland Security (HLS) problem for the tabletop exercise.

Each problem is independent of the other two problems. Each problem is judged on its own merit.

Each wing ICT will receive the initial tabletop exercise problem at the end of the Friday night incident briefing.

Each wing ICT will receive periodic exercise injects (5 each) throughout Saturday morning to provide updates to the SAR, DR and HLS problems.

Each wing ICT must document the steps taken throughout the planning and execution process for each of the three problems. All documentation, i.e. mission logs, situations maps, CAP/ICS forms used and other reports must be turned in to the CCT OS for evaluation.

Each wing ICT must be familiar with mission planning and execution phase of a mission, particularly the incident log, incident objectives, and incident action plan, team organization chart, status board, situation maps, CAPF 104 (with weight and balance and risk assessment worksheets) and CAPF 109 (with risk assessment worksheet) for each mission.

Each wing ICT must have knowledge of their respective wing ES resources and mission capabilities, such as: ES total manpower, total number of qualified ICT, aircrews and ground teams and total number of vehicles and aircraft and ES equipment to support various missions.

- 3. WRITTEN TEST:** All members of the wing ICT will take the 25-question written test.

AIR EVENTS

1. IMAGE CAPTURE PROBLEM:

This problem is designed to test aircrew knowledge and ability to take quality damage assessment photographs.

Scenario: A major hurricane has passed through the area and FEMA has requested that the CAP do a damage assessment flight to survey damage to four (4) targets in the local area. CAP has agreed to take the aerial photographs but will be unable to downlink the pictures to the ICP.

Problem: The AC will be tasked to take two pictures of each of the 4 targets in the search area. Pictures will be taken from each of the four cardinal points. The AC will fly this sortie in the order briefed.

SPINS:

NOTE: If your wing is SDIS capable you must bring that equipment. If your wing does not have SDIS capability then you must bring your corporate camera equipment as well as a spare camera.

Due to the unreliability of the satellite system the aircrews will copy the photos onto a thumb drive memory stick or computer disk and deliver it to the CCT AOB for evaluation.

2. ROUTE SEARCH PROBLEM:

This problem is designed to test aircrew route search skills.

Scenario: A major hurricane has passed through the area and FEMA has requested that the CAP do a damage assessment mission to locate seven (7) missing objects in the search area.

Problem: The AC will be tasked to locate the 7 targets and provide the following information: Lat/Long position of target; description of the target; and time target located.

3. GRID SEARCH PROBLEM:

This problem is designed to test aircrew grid search skills.

Scenario: During a routine sightseeing flight from Kendall's Landing Area, Dalton, MA, (a private airport) to the Great Barrington Municipal airport, Great Barrington, MA for a late night

dinner a single engine aircraft crashed in the wooded area of Western Massachusetts. The AFRCC has tasked CAP to locate the lost aircraft. No ELT signal has been reported. The CAP is part of a larger search effort.

Problem: The AC will be tasked to search a grid, locate the wreckage and report findings on return to mission base. The AC may find debris from three previous crashes in the grid area. POD calculations must be provided with the completed CAP Form 104.

4. AIR TO GROUND (RADIO OUT) COORDINATION PROBLEM:

This event is designed to test aircrew and ground team visual signaling skills when normal means of communications have failed. This is a timed problem.

Scenario: A single engine aircraft has crashed in a nearby wooded area. The AC has found the target but radio communications with the GT have been lost. The AC and GT must continue with the mission.

Problem: The AC will be given the coordinates of the target and the last known position of the GT and be tasked to direct the team to the target by visual signaling methods only.

5. AIRCREW AND AIRCRAFT EQUIPMENT INSPECTION:

This problem is designed to evaluate aircrew survival and SAR equipment and required aircraft equipment.

SPINS:

Each wing will present one aircraft, with its assigned aircrew for inspection at the designated time.

The inspections will be accomplished in the aircraft inspection area.

Requirements from CAPR 66-1 (C3), CAPR 60-1 and CAPF 71 will be used to inspect the CAP aircraft.

All aircrew survival equipment and SAR gear will be displayed under the left wing.

All required paperwork, manuals, charts, and documentation will be inspected.

Maintenance logbooks will not be required.

6. WRITTEN TEST: All members of the aircrew will take the 25-question written test.

7. GENERAL INFORMATION:

Safety is first and foremost. The AC will maintain situational awareness at all times. Particularly note the variations in terrain and obstacles in the search area.

The wing Incident Command Team (ICT) will be given a mission package after Friday night's briefing with the problem description, entry and exit locations and search area entry and exit times from the CCT Air Operation Branch (AOB).

The wing ICT will brief the problem and the AC will do their mission planning and obtain approval to launch from the wing ICT.

The AC will deliver a copy of the CAPF 104 (the aircraft weight and balance and risk assessment worksheets) to the CCT AOB at the appropriate time on Saturday and obtain release to launch.

The AC will proceed to the aircraft and obtain final release to launch from the CCT Flight Line Supervisor (FLS).

When released the AC will launch and fly directly to the search area, accomplish the problem, log any relevant information and return to base.

On return to base the AC will proceed to their respective wing ICT for debriefing.

The AC will have 1 hour in the search area. The AC must depart the search area at the designated time as other aircraft may have been cleared to enter the area.

For the Air to Ground Coordination Problem the AC and GT may not use any type of radio, telephone, cell phone, satellite phone, or message drops during the problem. Signal mirrors, orange triangles, panels, symbols, flares, binoculars, smoke signals, and vehicle maneuvers for communications are approved.

The FAR will be adhered to at all times.

The AC must monitor 121.5 on a secondary radio.

GROUND EVENTS

1. WILDERNESS RESCUE PROBLEM (w/mouflage):

This problem is designed to test ground team first aid and stabilization skills.

Scenario: During a mega-disaster a radio station helicopter has crashed in a very remote area. The CAP ground team working in the area has found the reporter's cameraman who was one of the people onboard. The ground team was told that there was also a female pilot and a male reporter onboard, but no other details. The pilot and reporter have been in the wilderness overnight and were found nearby by CAP personnel who have secured the site. The outside air temperature is currently 8 degrees Celsius. The NTSB and other EMS personnel have not arrived at the scene. CAP was the first team to arrive.

Problem: The GT will be tasked to render first aid as needed on the pilot and reporter and prepare them for transport.

SPINS:

The GT will assemble their team and deploy to the assembly area and check-in with the problem judge.

The GT will receive a thirty-minute briefing with questions and answers from the problem judge.

The GT will have thirty-minutes to perform first aid and stabilization of the pilot and the reporter, perform triage on the two victims and prioritize how best they can assist until

medical staff arrives, and prepare the patients (place on stretcher and make ready for carry out) for EMS transport.

The GT will receive a thirty-minute debriefing at the end of the problem from the problem judge.

No actual movement or transportation of the victims will be required.

WARNING: The ground team may encounter disturbing simulated scenes, simulated bodily fluid, or simulated body parts.

2. LAND NAVIGATION PROBLEM:

This problem is designed to test ground team ability to track and arrive at a distant point.

Scenario: The CAP aircrew has located a downed aircraft in a highly wooded area. The weather has prevented the aircrew from directing the GT to the target. However, they were able to determine a trail for the GT to use to access the target.

Problem: The team will be tasked to follow various compass headings and proceed to locate four turn point markers and a finish marker.

3. LINE SEARCH PROBLEM (w/mouflage):

This problem is designed to test ground team capability to conduct line searches.

Scenario: At 2 PM on Friday, Cody Parker, age 6, wandered away from his parent's campsite. A small backpack, with accessories that he recently received for his birthday is also missing. Cody has brown hair, brown eyes, and a scar on his left forearm from a bite from a neighbor's dog a year earlier. He was wearing sneakers and play-clothes; colors unknown. The father has reported that he is very energetic and likes to wander off. Cody is an only child and the mother has been placed on heavy sedation since yesterday. Cody was sleeping in the family tent while his parents were getting firewood. No sign of foul play has been found as of yet. The CAP is part of a larger search effort. A wooded area approximately 2000 feet by 2000 feet has been set aside for the CAP ground team to search. Five clues will be placed in the assigned grid.

Problem: The GT will be tasked to search and locate the lost boy.

SPINS:

WARNING: The ground team may encounter disturbing simulated scenes, simulated bodily fluid, or simulated body parts.

4. ELT SEARCH PROBLEM:

This problem is designed to test ground team capability to DF an ELT signal. This is a timed problem.

Scenario: The AFRCC has contacted the CAP with an ELT hit. The weather is non-flyable and a GT must be deployed. The ELT will be turned on 5 minutes after problem start time and be shut-off 5 minutes before the problem end time.

Problem: The GT will be tasked to locate and silence the ELT. The GT will have 50 minutes to find and secure the ELT.

5. AIR TO GROUND (RADIO OUT) COORDINATION PROBLEM:

This event is designed to test aircrew and ground team coordination skills when normal means of communications have failed. This is a timed problem.

Scenario: A single engine aircraft has crashed in a nearby wooded area. The AC has found the target but radio communications with the GT have been lost. The AC and GT must continue with the mission.

Problem: The GT will be tasked to deploy to an assembly area and await visual contact with the AC. The AC will direct the team to the target using standard air to ground radio out procedures.

6. GT EQUIPMENT AND VEHICLE INSPECTION:

This problem is designed to evaluate ground team equipment, member equipment and the ground team vehicle equipment

Each wing will present one CAP van, with its assigned ground team and their 24-hour gear (Tents and sleeping bags are not required for this problem) for inspection at the designated time.

The inspections will be accomplished at the ground team inspection area.

The inspection team will have 60 minutes to inspect the ground team and vehicle.

Requirements from CAPR77-1 (C1), CAPF 73, and SQTR Task L-0101 will be used to inspect the CAP vans.

Requirements from SQTR Tasks O-0001 and O-0005 will be used to inspect ground team member equipment.

Requirements from SQTR Tasks O-0006 will be used to inspect ground team equipment.

All required paperwork, manuals, charts, and documentation will be inspected.

7. WRITTEN TEST: All members of the ground team will take the 25-question written test.

8. GENERAL INFORMATION:

Safety is first and foremost. The GT will maintain situational awareness at all times.

The wing Incident Command Team (ICT) will be given a mission package after the Friday evening briefing with the problem scenarios and location of the search area from the CCT Ground Branch (GB).

The ICT will brief the problem and the GT will do their mission planning and obtain approval to deploy from the wing ICT.

The GT will deliver a copy of the CAPF 109 to the CCT GB at the appropriate time on Saturday and obtain release to deploy.

The GT will assemble their teams and deploy to the search area and perform the tasking as briefed and return to base.

On return to base the GT will proceed to their wing ICT for debriefing.

The GT must not disturb any vegetation or clues; other competition teams will be coming in behind them.

If the problem has an on-site judge you should verbalize your intentions before you do anything, so that you get credit.

For the land navigation problem the GT may use only hand held compasses. No electronic compasses, GPS's, lasers, or distance measuring devices may be used.

If you find any items, log them on your "clue log" and do not disturb them.

For the ELT search problem the GT may arrive at the search area early, but may not turn on their DF equipment until problem start time. The ELT will be turned on 5 minutes after the problem start time and silenced 5 minutes before the problem end time unless found by the GT. Any type of ground DF equipment is authorized.

Massachusetts State and Westover ARB motor vehicle regulations will be adhered to at all times.

NOTE: Westover ARB Security Police actively enforce speed limits; be safe and attentive when driving on base.

SCORING CRITERIA

The following criteria will be used to judge the events/problems for the 2009 NER SARCOMP. Any questions on the scoring criteria should be addressed to the CCT Chief Judge.

1. Available Points (Total points available 2000, including bonus points):
 - ICT Events – (Total points available 550)
 - Incident Command Team Evaluation
Incident Management (100 points)
Logs/Status Boards/Maps (100 points)
Documentation (100 points)
Command and Control (50)
 - Tabletop Exercise (100 points)
 - Written Test (100 points)
 - Air Events – (Total points available 550)
 - Image Capture Problem (100 points)
 - Route Search Problem (100 points)
 - Grid Search Problem (100 points)
 - Air to Ground (Radio Out) Coordination Problem (100 points)
 - Aircrew and Aircraft and Equipment Inspection (50 points)
 - Written Test (100 points)
 - Ground Events – (Total points available 600)
 - Wilderness Rescue Problem (100 points)
 - Land Navigation Problem (75 points)
 - Line Search Problem (75 points)
 - ELT Search Problem (50 points)
 - Air to Ground (Radio Out) Coordination Problem (100 points)
 - GT Equipment and Vehicle Inspection (100 points)
 - Written Test (100 points)
 - Discretionary/Bonus points (Total points available 300):
 - Each cadet performing in the competition (2 points received for each cadet).
 - Use of new technology, computers, map displays, remote station, etc with in the ICT area (10 points for each item identified that is new and innovative).
 - All participants will be graded on appearance and professionalism (2 points deducted for each item not meeting uniform and grooming standards).
 - All competitors will wear their CAP 101 cards attached to their uniform. During deployment to field the card can be put away but must be visible while at mission base. (2 points deducted for each instance that CAPF 101 not visible).
 - Wings will field an ICT comprising a total of five members (1 point deducted for each member short).
 - Wings can bring 3 MSA support (2 point for each MSA attached to team).
 - Wings will field two GT comprising a total of ten members each (1 point deducted for each member short).

- Wings will field two AC comprising a total of three members each (1 point deducted for each member short).
- Wings will bring two GT equipped vehicles (5 point deducted for each vehicle short).
- Wings will field two aircraft (5 point deducted for each aircraft short).
- Aircrews will report departing (wheels-up) and arrival (wheels-down) times; will report time entering the search area initial point (IP); and time when exiting the search area (1 point deducted for each failure to report – possible 4 point deduction for each event).
- 30 minute “Operations Normal (Ops normal) check-ins will not be used (1 point deducted for each occurrence that an “ops normal” report is made).
- Ground teams will report departing and arrival times at Westover; arriving at the search area initial point (IP) for each event; and when departing search area (1 point deducted for each failure to report – possible 4 point deduction for each event).
- Use of cell phones or satellite phones during competition events (5 points deducted for each occurrence).
- Radio equipment found not programmed correctly (5 points deducted for each piece of equipment found in non-compliance).
- If all radio equipment found not programmed correctly (disqualify team).
- Radio equipment loaned to SARCOMP CCT (3 points for each piece of equipment loaned).
- The Safety Officer will deduct competition points for safety violations (5 points deducted for each violation).
- All CAP vans will have their headlights on when in motion (5 points deducted per violation).
- All CAP aircraft will have their pulse lights on when in motion. If pulse lights are not installed use taxi/landing lights when in motion (5 points deducted per violation).
- **Discretionary (bonus points) for ARCHER mission crew (25 points) & GA-8 aircrew support (5 points/sortie)**

2. ICT EVENTS:

- **INCIDENT COMMAND TEAM EVALUATION (350 Points):**

Each wing Incident Command Team (ICT) will be evaluated on how they manage the incident; the currency and accuracy of logs, status boards and situation maps; on documentation used to support the mission; knowledge and implementation of ICS protocols and control and assignment of resources.

Incident Management (100 points):

Each wing ICT will be evaluated on how they fill the following ICS/NIMS positions: IC, OSC, PSC, AOBD, GBD, and MSA. Each member of the ICT will be interviewed. Points will be deducted if the interviewee is not familiar with the duties and responsibilities of the position he or she fills.

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Each wing ICT will be evaluated on their knowledge of and use of ICS/NIMS protocols and forms. Points will be deducted for each interviewee is not familiar with the ICS/NIMS protocols and forms.

Each wing ICT will be evaluated on their ability to perform mission planning, briefings and debriefings of their AC and GT. The problem judge will sit in on at least one briefing and one debriefing of a GT and an AC. Points will be deducted if problem briefings; problem planning and problem debriefing is inadequate.

Logs/Status Boards/Maps (100 points):

Each wing ICT will be evaluated on the completeness and currency of their organization (manning charts), incident logs, status boards and situation maps. Points will be deducted for each of the following: logs, status boards and situation maps that are not current at the time of inspection.

Each wing ICT will provide a copy of all team organization (manning charts), logs, status board data and situation maps to the Competition Control Team (CCT) Operations Section (OS) at the end of the day; their completeness, accuracy and neatness will be evaluated. Points will be deducted for each form that is not complete, accurate and neat.

Documentation (100 points):

Each wing ICT will be evaluated on the completeness and currency of their problem planning, briefing and debriefing documentation. Copies of all CAPF 104 (with weight and balance and risk assessment worksheets attached) and CAPF 109 (with risk assessment worksheet attached) will be provided. The completeness and accuracy of these forms will be evaluated. Points will be deducted for each form that is not complete, accurate and neat.

Command and Control (50 points):

Each wing ICT will be evaluated on their ability to maintain command and control (C2) of their aircrews (AC) and ground teams (GT) and other mission personnel. Points will be deducted for each of the following if status/location is unknown at time of interview: location of GT, location of AC, and location of members of ICT.

• TABLETOP EXERCISE (100 points):

Each wing ICT will receive a Search and Rescue (SAR), Disaster Relief (DR), and a Homeland Security (HLS) problem for the tabletop exercise with five (5) injects throughout the morning of the competition to provide updates to the SAR, DR and HLS problems. Each problem is independent of the other problems. Each **problem** will be judged on its own merit. The ICT must document the steps taken throughout the planning and execution process. All documentation, i.e. mission logs, situations maps, ICS/CAP forms used and other reports must be turned in to the CCT OS for evaluation.

Points will be awarded for:

1. Knowledge of respective wing ES resources and mission capabilities. Points will be deducted for each category of resource the IC is not familiar with – Wing total number of ES qualified (and number in training status) personnel, total number of qualified ICT positions, aircrews (mission pilots, observers, scanners) and ground teams (leaders and members separate) and total number of vehicles and aircraft to support various missions.
2. Mission planning. Points will be deducted if the following items are not prepared and kept current: incident objectives, incident action plan, and team organization **charts for each problem.**
3. Mission execution. Points will be deducted if the following items are not prepared and kept current: incident logs, status boards, and situation maps **for each problem.**
4. Mission documentation. Points will be deducted for each problem if the following items are not prepared and kept current: CAPF 104 (with simulated weight and balance and risk assessment worksheets attached) and CAPF 109 (with risk assessment worksheet attached).

- **WRITTEN TEST:** All members of the wing ICT will take the 25-question written test.

3. AIR EVENTS

- **IMAGE CAPTURE PROBLEM (100 points):**

Points will be awarded for:

Arrival at the search area IP at designated time

Finding all four targets in search area

For every photograph that meets the following criteria:

Composition –

Subject within frame

Subject fills the frame

No airplane parts visible in frame

No appendages or digits visible in the frame

Camera is held steady

At least two pictures taken of each direction

Angle –

Camera tilted for best angle

Distance from subject is appropriate

Lighting –

No shadows on subject

Light/glare not too intense

No distortion from light or reflection

Completing a photograph log with following information: Direction you are facing when taking photo; Lat/Long position of target; remarks about the target; and the photo number and time photo taken

Departing the search area on time

- **ROUTE SEARCH PROBLEM (100 points):**
Points will be awarded for:
 - Arrival at the search area IP at designated time
 - Finding all seven targets in search area
 - Providing accurate location and description of each target
 - Departing the search area on time

- **GRID SEARCH PROBLEM (100 points):**
Points will be awarded for:
 - Arrival at the search area IP at designated time
 - Providing accurate location and description of the crash site
 - Providing accurate location of each of the three old crash sites
 - Preparing POD calculations
 - Departing the search area on time

- **AIR TO GROUND (RADIO OUT) COORDINATION PROBLEM (100 points):**
Points will be awarded for:
 - Arrival at the search area IP at designated time
 - Locating the target
 - Making initial contact with GT at the rendezvous location
 - Guiding GT to target (timed event):
 - 0-10 minutes
 - 11-20 minutes
 - 21-30 minutes
 - 31-40 minutes
 - Departing the search area on time

- **AIRCREW AND AIRCRAFT EQUIPMENT INSPECTION (50 points):**
Points will be awarded for:
 - Arrival at the inspection area at designated time
 - Compliance with the following:
 - Aircraft inspection – requirements listed in CAPR 60-1, Section 2-14, CAPR 66-1 (C3), Sections 6, 7, 11, and 15 and CAPF 71.
 - Aircrew survival equipment and SAR gear inspection – equipment will be displayed under the left wing.
 - Passenger briefing – requirements listed in CAPR 60-1, Section 2.6m and Section 2-9.
 - Departing the inspection area on time

- **WRITTEN TEST:** All members of the wing AC will take the 25-question written test.

4. GROUND EVENTS**• WILDERNESS RESCUE PROBLEM (w/mouflage) (100 points):**

Points will be awarded for:

- Arrival at the assembly area at designated time
- Answers to questions from problem judge (5 questions)
- Doing a scene size-up and securing the site - dangers at the scene, mechanism of injury, and number of victims
- Exercising precautions for possible contamination
- Using PPE
- Performing an initial assessment: triage the victims – checking of the three major systems - respiratory, circulatory, and nervous systems
- Performing a focused assessment - conducting exam on patient - check ROM (range of motion) and CSM (circulation, sensation, motor)
- Noting patient history – symptoms, allergies, medications, past medical history, patients last meal, and the events leading up to the injury
- Determining patient's vital signs – pulse, respiration, blood pressure, skin, temperature, and level of consciousness – AVPU (Alert, Verbal, Pain, Unresponsive)
- Team exhibits CISM to team members
- Team departs assembly area on time

• LAND NAVIGATION PROBLEM (75 points available):

Points will be awarded for:

- Arrival at the assembly area at designated time
- Bearing/Heading Accuracy –
 - Retrieval of turn point marker 1
 - Retrieval of turn point marker 2
 - Retrieval of turn point marker 3
 - Retrieval of turn point marker 4
- Pace/Distance Accuracy –
 - Distance from marker 1 – points deducted per distance greater than ten feet
 - Distance from marker 2 – points deducted per distance greater than ten feet
 - Distance from marker 3 – points deducted per distance greater than ten feet
 - Distance from marker 4 – points deducted per distance greater than ten feet
 - Distance from finish mark – points deducted per distance greater than ten feet
- Team departs assembly area on time

Team will be considered to have retrieved a turn point marker if they arrive within 10 feet of the mark.

• LINE SEARCH PROBLEM (75 points available):

Points will be awarded for:

- Arrival at the assembly area at designated time
- Each clue found (5 clues = 25 points max)

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Each clue flag set/clues not disturbed (evidence)
Selected team members wear PPE when handling clues
Team exhibits CISM to team members
Departing the assembly area on time

- **ELT SEARCH PROBLEM (50 points available):**

Points will be awarded for:

Arrival at the assembly area at designated time

Finding ELT (timed event):

0-10 minutes

11-20 minutes

21-30 minutes

31-40 minutes

41-50 minutes

Does not locate in time limit 0 points

Departing the search area on time

- **AIR TO GROUND (RADIO OUT) COORDINATION PROBLEM (100 points):**

Points will be awarded for:

Arrival at the assembly area at designated time

Making initial contact with GT at the rendezvous location

Following aircraft to target (timed event):

0-10 minutes

11-20 minutes

21-30 minutes

31-40 minutes

41-50 minutes

GT locates target

Does not locate in time limit 0 points

Departing the search area on time

- **GT EQUIPMENT AND VEHICLE INSPECTION (100 points):**

Points will be awarded for:

Arrival at the inspection area at designated time

Ground Team Vehicle Inspection - Compliance with requirements from CAPR 77-1 Sections 5, 8 and 10, CAPF 73, and SQTR Task O-0101.

Ground Team Member Equipment Inspection – Compliance with requirements from SQTR Tasks O-0001.

Ground Team Equipment Inspection – Compliance with requirements from SQTR Tasks O-0006.

Departing the inspection area on time

Note: if vehicle state inspection sticker expired the vehicle is disqualified from further use during the competition and team losses points.

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Note: if vehicle driver does not have a valid CAPF 75 - Vehicle Operator Permit driver is disqualified and team losses points.

Note: team will be penalized bonus points for being short equipment and personnel.

- **WRITTEN TEST:** All members of the wing GT will take the 25-question written test.



2009 NORTHEAST REGION SAR COMPETITION COMMUNICATIONS SUPPLEMENT

CAP DESIGNATED CHANNELS TO BE USED FOR THE NER SARCOMP:

We will use the old Wide Band Channel assignments exclusively:

Operations frequency: V-2 Operations Alternate: V-1
 Ground Team Operations: V-3 Judges: V-1

When a High Bird airborne repeater is operational we will use Channel P-A. Units should only call the High Bird if they are unable to reach the Mobile Command Post via radio.

We have been authorized to use 123.1 for VHF AM as a back up. All CAP Air to ground operations take place on Channel V-4.

We have been advised by Westover that the following VHF AM Frequencies are in use:

CEF/UNICOM 123.0	Ground	118.35	ATIS	138.1/114.0
TOWER 134.85	Approach/Departure	125.35	FSS Burlington Radio	122.1Tx / 113.0 Rx

In addition:

We will plan to use the Northeast Region VHF Radio Communication Kits (total 8 Hand Held Portable Radios). Participating Wings will be asked to bring as many EF Johnson mission VHF Radios and ISR Radios as possible for use providing communications to and from the Flight Line and Hanger 1.

ISR frequencies will be chosen on the day of event and will be set on a channel and tone not to interfere with any normal operations at Westover AFB. During Operations the Mobile Command Post Vehicle will transmit on the hour and on the half hour. Each Aircraft and GT will be required to report departure time from Westover, entry into the applicable search area, exiting the applicable search area, and when they have returned to Westover.

WESTOVER ARB CONTACT NUMBERS

(The below info may not be current)

Westover Toll free number: 1-800-367-1110

Airfield Manager, Mark Tartt: 1-413-557-2944, (C) 1-413-537-2967
 Base Bus Transportation, Bob LePage, Lind Robert: 1-413-537-3805
 Base Commander, Col Robert R. Swain Jr., 439th Airlift Wing
 Base Conference Center, Marian Bein or Anne Ward: 1-413-557-3595/2075
 Base Operations (PPR numbers): 1-413-557-2951
 Billeting Manager, Corie Fontaine: 1-413-557-3002/3000/2700
 Chief of Services, Chris Menard: 1-413-557-2899
 Communications Center, Steve Savage: 1-413-557-3524
 Dog Patch, Dawn Schile: 1-413-557-2857
 Executive Officer, Lt Col Rick Tilburg: 1-413-557-2599
 Executive Officer, Lt Col Pat Ryan: 1-413-557-3044
 Hanger One, Lisa McCurdy: 1-413-557-2804
 Hanger One Scheduler, Kristin Matolevicz, 1-413-557-3365
 Medical & Moulage, Major Danielle Ingram, 1-800-522-5511 x4071
 Medical & Moulage, Capt Patti Anne Blake, RN: 1-603-781-3376
 Metropolitan Airport Manager, Mike Bolton: 1-413-593-5544/5543
 Metropolitan Airport Ramp Man, Blu Medlin
 PAO, TSgt Andrew Biscoe, 1-413-557-2020
 Plans & Program Officer, Joe Revit/Stephanie Ellis: 1-413-557-3316/3011
 Plans & Programs NCO: Ron Chevalier:
 Safety Officer: 1-413-557-3587
 Security Forces for Major Duran ref Entry Access List (EAL): 1-413-557-2306
 ATC Bradley Approach TRACON: 1-860-386-3580/3530

Trophy Plaques and souvenir shirts

1-888-459-4717, Susan

Local Lodging:

Best Western:	1-413-781-8750
Hampton Inn:	1-413-593-1500
Hilton Gardens Inn:	1-413-886-8000
Holiday Inn Springfield:	1-413-781-0900
Holiday Inn Holydome:	1-413-534-3311
Alice Gil, Holyoke Holiday Inn	413-534-3311
Sharon Thompson, West Springfield Hampton Inn	413-732-1300
Laurie Richardson, Chicopee Hampton Inn	413-593-1500
Isabel Gil, Clarion Hotel	413-781-8750

SARCOMP T-SHIRTS AND GOLF SHIRTS

To help cover overhead expenses and to preclude having a registration fee, we are selling souvenir T-shirts and golf shirts.

The T-shirts will be either black or international distress orange with the NER SARCOMP patch on the upper left breast and the words “CIVIL AIR PATROL” arched across the top of the back and the words “SEARCH AND RESCUE” placed horizontally across the back. The patch and the lettering will be in 3M Scotchlite reflective material. The T-shirts will sell for \$15.00.

The golf shirts will be navy blue with the NER SARCOMP patch embroidered on the upper left breast. The golf shirts will sell for \$25.00.

To order your shirts please mail a copy of this page, filled out, and a check payable to NER CAP to CAP NER/HQ, PO Box 16132, McGuire AFB NJ 08641-6132. Shirts will be available for pick-up at sign-in.

ITEM	QUANTITY
T-shirts	black small _____
	black medium _____
	black large _____
	black XL _____
	black XXL _____

Golf Shirts	small _____
	medium _____
	large _____
	XL _____
	XXL _____

Name _____

CAP Unit _____

Telephone number (s) _____

E-mail address _____

MEALS FOR WESTOVER WEEKEND 23 – 24 MAY 2009**BREAKFAST (6:00AM SAT. & SUN.) \$5.00**

Assorted Danish pastries, muffins, bagel w/cream cheese, fruit and orange juice, coffee or milk

LUNCH (11:30AM SAT. & SUN.) \$6.50

Ham, roast beef, or turkey Subway sub, potato chips, cookie & fruit and bottle of water

COOKOUT \$7.00

(4:30PM – Cadet Comp) (6:00PM – SAR Comp)

Hot dogs, hamburgers, baked beans, potato salad, chips, pickles assorted cold drinks (non-alcoholic) and dessert

NOTE:

Breakfast and lunch will be served at the Base Hanger.

The cookout will be at the picnic pavilion across from the bowling alley.