



General Operations Plan

Standard General Operating Procedures for
Search & Rescue, Disaster Relief & Homeland Security

Distributed Search and Rescue Exercise (DSAREX)

20, 21, 22 March 2009

Texas Wing Headquarters
Texas Wing Operations Staff
Brooks Cima, Lt Col, CAP
Director of Emergency Services



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Civil Air Patrol
DSAREX General Operations Plan

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1. General

- a. Search and Rescue Exercise
This exercise will be used to train participants in the correct methods and procedures to be used for actual SAR and DR missions.
- b. Exercise location
The ICP for this exercise will be in San Antonio at Brooks City Base
- c. Primary dates & times
The primary dates for this exercise will be 20-22 March 2009.

Incident Command Post staff briefing will be conducted on Friday at 19:00.

General sign-in conducted 07:30 to 08:00 on Saturday and Sunday mornings. Daytime activities end at approximately 18:00L on Saturday and approximately 16:00L on Sunday.
- d. Alternate dates
None
- e. USAF funding
\$8000
- f. Mission Symbol
A
- g. Air Force Mission Number
Will be published in the Final Spin.
- h. OES Training Number
Not applicable
- i. Project Officer/Contact Person
Mission I.C. is Capt Charles Tetlow, 210-967-8712, chuck@tetlow.net.
Project Officer is Lt Col Ed Billman, 210-601-8919, billman@aerospaces.org
- j. Host unit
The ICP will be hosted by the Group V Headquarters. Participating Units will be responsible for setting up their own staging areas. Units are encouraged to participate jointly where this is possible and practical.

2. Notification & Application

- a. Notification of exercise
This exercise will be published on the Texas Wing Calendar. This Operations Plan along with the Final Spins will be posted on the Ops plan on the Texas Wing website. All unit commanders will be responsible for ensuring maximum dissemination of the exercise information.

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- b. Qualification requirements
Attendees shall be active CAP members with a valid CAP ID card, with a correctly worn CAP uniform, and CAPF 101 or SQTR marked for SAR/DR for any advanced specialty qualifications. No members without General Emergency Services qualification will be allowed to sign in and participate in the mission.
- c. Exercise capacity
All Texas Wing aircraft, vehicles, and personnel are encouraged to participate.
- d. Exercise enrollment procedures
Members who wish to participate on mission staff are requested to contact the Project Officer/IC in advance of the exercise. Every effort will be made to accommodate training needs for mission staff.

All remote location attendees should advise their designated Staging Area Manager (Group or Squadron). The Staging Area Manager will submit Staging Area Information Sheet (attached) and resources available to the Exercise Operations Section Chief not later than seven (7) days prior to the published exercise date. The Staging Area Manager should submit the information using the form in Appendix 1 of this Ops Plan only.

All participating members must have a participation authorization letter from their unit commander as per TXWG Supp 62-1. These are due to the IC/Project officer seven (7) days before the exercise.

3. Exercise Description

The exercise will simulate actual emergency search and rescue, disaster relief, and homeland security missions to the greatest extent practical. Exercises will include crew planning, use of gridded charts, communications, flight briefing, sortie execution, debriefing, and completing CAP required forms. Visual aerial searches will be conducted during daytime only. ELT practice searches will be conducted by air and on the ground both during the day and may be conducted at night.

4. Training Objectives

Primary training objectives

- a. SAR ground team and aircrew numbers will be increased by 2%.
- b. Incident Command Post staff will be trained primarily for the benefit of Group 5 staff members.
- c. Communications training will be accomplished.
- d. Aerial photography, image management, and transmission training will be done.

The exercise is intended to provide participants with a realistic simulation environment in which to develop their mission specialty skills and accomplish evaluation of skills for completion of Emergency Services qualifications. The exercise will be conducted using tasks as required by the Emergency Services Training and Operational Missions regulation CAPR 60-3.

The exercise is intended to ensure that Texas Wing personnel become qualified and renew proficiency in accordance with CAPR 60-3 and TXWG Supp 60-3. Only Texas Wing Evaluators who are designated by the Wing Commander may sign off on qualifications.

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5. Flight Operations

a. Aviation resource requirements

Fuel and aircraft services are available from local Fixed Base Operators, (FBOs) at each aircraft staging area. Consult with the Staging Area Manager or the Logistics Section Chief for more detailed information. Staging Area Managers will reserve each aircraft in CAPERS for this exercise.

b. Mission sorties

1. Search and Rescue Exercise Briefing – All attendees should receive a briefing on Friday from the Staging Area Manager. Flights may start as early as 07:30. You should be prepared to accept and plan a mission on Friday evening. Staging Area Managers should provide a formal briefing Saturday and Sunday mornings. Follow up individual briefings are required for members arriving later.
2. Crew composition – Each aircrew will have a mission qualified pilot paired with scanners, observers and trainees, as available. Each Ground Team will have a qualified Ground Team Leader and Ground Team Members or trainees. Each Ground Team must have at least one Senior Member assigned. Each UDF Team will have at least one qualified UDF Team Member and at least one Senior Member on the team. All evaluators must be on the TXWG approved evaluator list.
3. Routes/grids/targets – Detailed information for required tasks will be determined by the information provided in the scenario submitted to the ICP on the Staging Area Information Sheet.
4. Divert airfields and mission recall procedures – Airports to be used in the event the primary airport becomes unusable due to adverse weather, runway closure, etc. will be identified on each CAPF 104. Methods of recalling or diverting airborne aircraft will be briefed to each aircrew.
5. Flight line operations – Flight line services at each Staging Area will be provided by a local FBO, or by qualified CAP members, or trainees supervised by a qualified CAP member. Staging Area Managers will make proper arrangements.

c. Outbound/Inbound sorties

Limited inbound/outbound sorties are regulated and approved by the Incident Command Post, (ICP). The DSAREX concept has been developed in order to minimize these sorties so as to maximize training dollars that can be devoted to training sorties.

d. Flight scheduling

ICP staff will identify and assign available crews (based on members signed in to the mission via CAPF103 or IMU), sorties, and departure times, void times, post flight assignments, and maintain the flight tracking and status boards.

e. Air Sortie Management

Air and ground sorties will be tasked, tracked and managed using Air Sortie and Ground Sortie tracking sheets. These sheets will be integral to the briefing, execution, and debriefing of all sorties. Air sorties are released only at the direction of the IC or his/her designee at the ICP. The IC or his/her designee will use the CAPF 99 for the official "signed release" document to release all flights. If the IC delegates authority to another individual to do the

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signed releases, this should be done in writing and included in the mission paperwork turned in to Wing Headquarters.

- f. Flight management procedures
Flight tracking will include the posting and maintenance of the flight tracking board in a visible, central area for use by ICP personnel. Air-to-air and air-to-ground communications will be maintained and will include ops normal calls, and code word event calls. Communications made and received will be posted or updated on the ICP situation board.
- g. Mission intelligence
ICP staff will collect and disseminate scenario information and will process aircrew debriefing information and provide appropriate input to the requesting agency.
- h. Flight operations/safety considerations
The safety briefing will be included in the Staging Area Briefing Sheet (attached) provided to all Staging Area Managers. Each local Staging Area briefer will cover all safety points included on the Safety Briefing Sheet during their briefing, including the safe operations by aircrew personnel in the performance of their flying duties and line personnel in the vicinity of aircraft that are taxiing or parked with their engine running.
- i. Fuel Receipt Tracking
Staging Area Managers are responsible for collecting fuel forms and receipts and getting those to the ICP in a timely manner. The Operations Section Chief for the exercise will ensure that fuel receipts are captured for each sortie for inclusion in the final exercise package to be sent to TXWG HQ. If the local FBO does not accept the AV Card, alternate payment arrangements must be reported to the IC in advance of the exercise. Pilots must refuel after each sortie or reasons for not refueling will be noted on the Air Sortie Tracking Sheet.

6. Ground Operations

- a. Ground operations/resource requirements
All CAP vehicles must be equipped with appropriate communication. The IC may allow use of properly equipped privately-owned vehicles if no CAP vehicles are available and a Temporary Use Vehicle Authorization Letter is on file.
- b. Description of ground team activities
Ground teams will be briefed on off-road operations, private land access procedures, target placement, aircraft signaling, ground-to-air communications, aircraft vectoring, air-to-ground coordination and use of local law enforcement.
- c. Composition of ground teams
A qualified ground team leader, paired with cadet and senior ground team trainees, will lead each ground team. They will carry hand-held radios, L-pers, first aid kits, as in an actual mission. At least one senior member must accompany each UDF or Ground Team. All evaluators must be on the TXWG approve evaluator list.
- d. Ground Sortie Management
Air and ground sorties will be tasked, tracked and managed using Air Sortie and Ground Sortie tracking sheets. These sheets will be integral to the briefing, execution, and debriefing of all sorties. Ground sorties are released only at the direction of the IC or his/her designee at the ICP.

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- e. Ground team management procedures
The exercise will include posting and maintenance of the ground team tracking board and situation map in a visible, central area. Ground team communications will include ops normal calls and radio code word event calls.
- f. Ground operations safety considerations
Safety briefings will be provided to ground team personnel at each Staging Area and are the responsibility of the Staging Area Manager.
- g. Fuel Receipt Tracking
The Operations Section Chief for the exercise will ensure that fuel receipts are captured for each sortie for inclusion in the final exercise package to be sent to TXWG HQ. Vehicles will be refueled following each sortie, or the reason for not refueling will be noted on the Ground Sortie Tracking Sheet.

7. Communications

- a. Requirements
Communications between the ICP and each Staging Area is required. These communications may utilize telephone or radio. Communication between operational sorties and staging areas will make use of telephone or radio. The use of fax transmission will be minimized to the greatest extent possible. **See attached Communications Plan for additional details.**
- b. Procedures
Participating Staging Areas are required to have and maintain communications equipment for use during the entire exercise. The staging areas will receive standard radio calls (identified below) from sorties and relay to the ICP. Cell phone, email and fax capability in addition to radios are acceptable. Details of Staging Area contact numbers and frequencies **MUST** be provided on Staging Area Briefing Sheet.
- c. Required Equipment
 1. All aircraft must have operational aircraft radios. A VHF FM radio is desired, but not mandatory.
 2. Ground teams should have VHF communication capability.
 3. All operational sorties, both air and ground, should have at least one cell phone.

8. Cadet Participation

Cadets may participate in any training permitted by regulation. Cadets must be properly supervised as required by regulation.

9. Safety

- a. Texas Wing ORM forms will be used at all levels of the exercise:
 1. ICP – TxWgForm 8 ORM will be completed each day for the ICP.
 2. Staging Areas – TxWgForm 8 ORM will be completed once for each Staging Area.
 3. Operational Air Sorties – TxWgForm 6 must be done for every sortie.
 4. Operational Ground Sorties – TxWgForm 4 must be done for every sortie.

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- b. All CAP emergency services operations involve some degree of risk. Participants must be alert and careful when operating aircraft or ground vehicles.
- c. Safety briefings will be incorporated during various phases of this exercise. Exercise safety briefings will be logged in WMU.
- d. Participation letters, certifying a member's safety compliance, are due to the IC seven (7) days before the exercise.

10. Staff Requirements - Exercise staff

ICP Staff members will be fully qualified or will be supervised by qualified members.

11. Uniform Requirements

All attendees must be in an authorized CAP uniform. Each member's role should dictate the appropriate uniform. Mission Staff may be in a service or utility uniform depending on the level of contact expected with external participants or media.

12. Administration

- a. Sign-in and procedures:
Exercise sign-in will begin at 19:00 on Friday for ICP Staff and any crews participating Friday evening. Sign-in begins at 07:00 on Saturday and Sunday for all participants.

Personnel sign-in using IMU is strongly recommended. Those Staging Areas without IMU capability must complete a CAPF103 and transmit it to the Mission Base Admin section. Mission Base will have one or two people to enter that information into IMU. **Until personnel are in IMU, they will not be assigned to a sortie. Until aircraft/vehicles are signed in to the exercise in IMU – no sortie can be released in that vehicle.** If Staging Area Managers can enter the personnel into IMU themselves – their aircraft and crews will be assigned a sortie quicker than using the paper form to Mission Base Admin method.

A CAPF71 must be completed for each aircraft participating in the exercise. The inspection form can be completed and transmitted to the I.C. as much as five days before exercise start. If the person completing the inspection form is different than the pilot checking the aircraft into the mission – please list the check-in pilot on the bottom of the form.

NOTE: NO AIRCRAFT WILL BE RELEASED ON A SORTIE UNTIL THE INSPECTION IS COMPLETE AND RECEIVED BY MISSION BASE. Vehicle sign-in will be done utilizing the ICS 218 form for those locations without IMU.

Specific instructions on setting up IMU and accessing the common database will be in the SPIN published not later than 7 days before the DSAREX start date.

- b. Credentials
Only members with an active CAP membership may participate. A current CAP ID Card is required for proof of membership.

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- c. IMU/Ops Quals will be as the primary method for checking ES qualifications. If both Ops Quals and IMU are not available, then the members current 101 card will be governing. If data is not in Ops Quals or IMU, Staging Area Managers will fax or e-mail documentation to the ICP proving qualifications before a member will be allowed to participate in the mission. Participation letters are required.

13. Facilities

The unit hosting the ICP must provide sufficient chairs, tables, situation boards, forms, communications equipment, broadband high-speed multiple use Internet capability, (wireless preferred), and other supplies necessary to effectively conduct the exercise.

14. Logistics

- a. Billeting
Participants must make their own reservations directly with local lodging facilities. The SAM will be able to assist with local information which will also be included in the Final Spin for the exercise.
- b. Messing
The ICP hosting unit and each Staging Area hosting unit will make arrangements for onsite lunch at a reasonable cost to each member. If onsite messing is not available or desired, then arrangements need to be made for members to obtain lunch on their own.
- c. Medical
Emergency number is 911

15. Military Support Requirements

As published in the Final Spin for each exercise

16. Other Agency Involvement

Local officials, including local law enforcement agencies, may be invited to the exercise.

17. Public Affairs

- a. Internal
This exercise will be publicized using the Operations Plan on the Texas Wing website and by news release to Wings Over Texas and to CAP News. The IO for this mission will be assigned based upon Texas Wing Form 17a submission to the Project Officer.
- b. External
News releases to local newspapers, radio and TV media will be made by the Information Officer.

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18. Contingencies

a. Disaster or REDCAP

The exercise may be suspended or terminated and CAP resources reassigned, only at the direction of an active REDCAP Incident Commander, Texas Wing/CC, or Texas Wing/LO; otherwise, exercises are expected to continue as planned.

b. Adverse weather

Adverse weather will not typically cause termination of the exercise. Those Staging Areas with appropriate weather will continue to operate.

c. Mishap

In the event of a mishap, the Safety Officer will immediately notify the Incident Commander. The IC will ensure all reporting actions are taken, including briefing of the Texas Wing/LO, Texas Wing/DO, Texas Wing/CC, and Texas Wing/DOS or ADOS. The IC and TX WG HQ will determine the impact of the mishap on continued conduct of the exercise. All participants are expected to refer all media inquiries regarding any mishap to the Mission Information officer. All media communication will be referred to the Mission IO or the IC.

LINKS to forms required for this DSAREX exercise:

<http://www.tx424.com/~dsarex/>



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COMMUNICATIONS PLAN

1. The primary Net Control Station (NCS) will be at the Incident Command Post. The call sign will be **“SAN ANTONIO MISSION BASE”**.
2. The Alternate Net Control Station (ANCS) may be any of the other Staging Areas. The station with the best signal and coverage should act as NCS if required.
3. All staging areas will use a common geographical identifier and the phrase “Staging Area” for their call sign. Example: El Paso Staging Area. Aircraft will use their CAP Flight call sign. Ground teams may use their sortie number.
4. All HF stations are requested to begin monitoring frequency WBS as early as possible on Friday evening. The exercise HF net will begin Friday evening at 0000Z. All HF stations should check in with the NCS when they join the net, and check into the regular Texas Wing net at 1900 local (0000 Zulu) on Friday night, on frequency WBS.
5. The exercise HF net will operate, as necessary, until the close of operations on Sunday. There will be a roll call Saturday morning and again on Sunday morning at 0800 local (1400 Zulu) on WBS. Roll calls will also be conducted on the hour from 0900 local until 1800 local, unless doing so would interfere with operations.
6. During the morning or early afternoon, expect to change frequency to WC. All stations should stand by to relay as needed.
7. Staging Areas will maintain contact with aircraft and ground teams that originate from their base, and with any other CAP assets that contact them for relays. “Ops Normal” calls will be made every 30 minutes. If an aircraft or ground team is more than 10 minutes over due, the CUL will report this to the ICP Operations or Incident Commander. Efforts to contact the overdue unit should be initiated using all communications options available.
8. A radio check must be conducted prior to the aircraft or ground team departing the staging area or mission base. The radio check does not need to be reported to the ICP.
9. Staging Areas are to pass aircraft and ground team report information to the ICP as soon as possible. The following four (4) pieces of information are required:
 - a. Radio check before taxi (departure in vehicle)
 - b. “Wheels Up”, or departure time
 - c. “In Grid”, or time arriving at assignment
 - d. “Out of Grid”, or time departing from assignment
 - e. “Wheels Down”, or return time. Do not use the term “down” by itself as this could be interpreted as a catastrophic event for an aircraft.
 - f. Operations Normal (every 30 minutes unless previously approved by OSC)



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10. If a staging area is authorized, the staging area is responsible for contacting the local ICP and passing report information as soon as possible. The report information should not be held until communications may be used.
11. All stations should be watchful and listen for aircraft and ground teams attempting to report to their own staging areas or ICP. If they cannot make contact with their home staging area or ICP, any station should be ready to relay their report to the local Mission Base.
12. VHF airborne repeaters, if used, will operate on frequency pair PB. On ground radios this will be Zone 2, channel 6. On aircraft radios this will be channel 81. The airborne repeater will normally be deployed to provide communications between the ICP and the ACP, or to extend coverage to aircraft operating out of range of any staging area. The airborne repeater will most likely be deployed to cover the triangle formed by Houston, San Antonio and Dallas/Fort Worth.
13. Staging areas should not operate on VHF frequency V1, as it interferes with the airborne repeater. VHF frequency V4 is to be used for air to ground communications between aircraft and Staging Areas, or between aircraft and ground teams.
14. Staging areas may use their ISR radios as needed. These radios may not be operated while in the air.
15. The Wing cell phones will be assigned to the ICP as listed below. It is anticipated that these phones will be supplemented by a number of member owned cell phones. The use of member owned cell phones will be at the member's discretion and will be covered in individual briefings. Additional information regarding these cell phones will be included in the Final Spin.
 - a. Incident Commander 817-228-1038
 - b. Admin/Finance 817-228-0518
 - c. Air Operations 817-228-5994
 - d. Ground Operations 817-228-0546
16. The following e-mail addresses will be assigned for the duration of the mission. These will be used to contact personnel at the ICP. The IC will brief use of these prior to the exercise in the Final Spin.
 - a. Incident Commander Tx.DSAREX.IC@gmail.com
 - b. Finance/Admin Tx.DSAREX.Admin@gmail.com
 - c. Operations Section (Air & Gnd) Tx.DSAREX.Ops@gmail.com
 - d. Planning Section Tx.DSAREX.Planning@gmail.com
17. Fax numbers for the ICP will be included in the Final Spin. Two numbers are anticipated – one for Finance/Admin and one for Operations.

ATTACHMENT 1

PAPERWORK REQUIREMENTS FOR THE WIDE AREA EXERCISE

The following items are **required** for each Staging Area. They must be sent to the Exercise IC electronically or by express mail **within 48 hours of the close of the mission:**

- 1) Personnel check in. If you use IMU for check-in - you may print that form.
- 2) Participation Letters should be cross-checked with the sign in sheet. Turn in Participation Letter if different from the one submitted to the I.C. 7 days in advance.
- 3) Vehicle check in sheet. IMU is preferred but ICS 218 (using only applicable blocks) is fine.
- 4) Reimbursement for oil/fuel of a vehicle must be requested on a CAPF 108 within 48 hours of the close of the mission (include the receipt). Please remember that any POV that is used for a mission must:
 - a) Be previously approved in writing by the unit commander
 - b) Be limited to circumstances where adequate CAP vehicles are not available
 - c) The vehicle will have a safety check using CAPF 73
 - d) Adequate insurance and a state drivers license must be in evidence
 - e) The written approval will be kept on file and a copy will be brought to Staging Area. Vehicles not signed into the mission will not be approved for fuel/oil reimbursement. See the Commander's Letter to the Wing dated 12 September 2007 for additional information.
- 5) Include all Ground Sortie and Air Sortie completed forms (please put into NUMERICAL ORDER according to the sortie number assigned in WMIRS).

Each Ground Sortie requires:

- a. CAPF109 – Ground Team Clearance
- b. TXWGF 04 – Operational Risk Management - Ground Sortie
- c. CAPF73 – Vehicle Inspection (just first sortie in each vehicle each day)
- d. CAPF 108 – Request for Reimbursement
- e. TXWG 60-1-0 Aircraft Fuel Usage Control Form with receipt attached

Each Air Sortie requires:

- a. CAPF 104 TxVersion – Mission Flight Plan/Briefing Form
- b. TXWGF 06 – Operational Risk Management – Aircrew
- c. Weight & Balance for aircraft/crew (must provide print if done electronically)
- d. CAPF 108 – Request for Reimbursement
- e. TXWG 60-1-0 Aircraft Fuel Usage Control Form with receipt attached

NOTE: Pilots must complete the Aircraft Fuel Usage form (credit card verification) IAW the directions on the form. If you do not attach the fuel receipt to the form we will assume that the pilot is going to pay for the fuel and will forward the bill to him/her.

All paperwork, organized as described above MUST be sent to the IC by the Staging Area Manager within 48 hours of the end of the exercise. This allows the I.C. to consolidate paperwork and have it in to Wing Headquarters within the required 72 hours.

ATTACHMENT 2

STAGING AREA SORTIE REQUEST FORM

STAGING AREAS : Submit sortie requests on the form below. Email or FAX the completed form to the PSC email address indicated in the SPIN.

Sortie requests shall include:

1. Dates: Saturday (up to 4 sorties per plane) and Sunday (up to 3 sorties per plane) [Note: # of sorties not guaranteed]. If you wish to fly on Friday evening/night (if authorized), 2 sorties per plane are allowed.
2. Sortie Objective: Describe in enough detail so planners can quickly locate on a sectional chart (e.g., grid search 35/101 ADC, photos of plant at lat/long approximately 4 miles southwest of X, ELT search in grid 35/101 ADC, work with ground team in grid 35/101 ADC). *This is the information that will go in your Air (or Ground) Sortie Tracking Sheets.*
3. Sortie Duration: Approximate Hobbs time for aircrew or clock hours for ground teams

NOTE: You may also submit this information by filling out Sections 1 & 2 of the AIR SORTIE Tracking Sheet (top section of the GT SORTIE Tracking Sheet) for each requested sortie and fax/email this to the PSC. Please understand that we may “adjust” your sortie requests to more closely resemble the taskings requested by our customers in order to better train for the missions we perform.

SORTIE Request Form

#	Staging Area	Mission	Search Mode	Grid	Lat	Long	Notes and duration of sortie
1							
2							
3							
4							
5							
6							
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10							
11							
12							
13							
14							
15							
16							
17							
18							

ATTACHMENT 3

HEADQUARTERS (*Squadron Name*)
CIVIL AIR PATROL, TEXAS WING
UNITED STATES AIR FORCE AUXILIARY
123 Liberty Lane
Tumbleweed, TX 76123

PERSONNEL AUTHORIZATION

1 March 2009

NO: SWR-TX-###

POV LETTER OF AUTHORIZATION

The Commander, SWR-TX-###, hereby authorizes Senior Member _____ CAP ID# _____, to utilize his/her privately owned vehicle (POV) for Civil Air Patrol activities IAW CAPR 77-1 and 173-3. Authorization provides the use of his/her vehicle to transport cadet and senior members for cadet activities, senior training and mission response when corporate owned vehicles are either not readily available, cannot handle the volume of participating members or their retrieval would cause a delay in mission response and completion.

This authorization is contingent upon completion of a CAPF 73 inspection prior to use, verification of a Texas Driver's license and appropriate liability insurance as required by the state of Texas. These records must be placed, maintained and updated by the member in the member's personnel file.

JOHN C. DOE, Lt Col, CAP
Commander TX-###

DISTRIBUTION:

- 1 – Each individual
- 1 – Squadron Admin
- 1 – Group Admin
- 1 – Wing Admin

ATTACHMENT 4
(SAMPLE)

12 March 2009

MEMORANDUM FOR: Capt Charles Tetlow, I.C., San Antonio DSAREX

FROM: SWR-TX-123/CC
123 Liberty Lane
Tumbleweed, TX 76123

SUBJECT: SWR-TX-123 Participation Letter, San Antonio DSAREX, 20-22 March 2009

1. The following individuals from the Tumbleweed Composite Squadron are authorized to participate in the San Antonio DSAREX, 20-22 March 2009:

<u>Name</u> <u>Qualifications (-E indicates Evaluator)</u>	<u>Rank</u>	<u>CAPID</u>	<u>Training Request</u> <u>(-R is requesting Requal evaluation)</u>
Thomas, Louis C.	Lt Col	116872	IC2,MSO,UDF
IC3-E,MP-E			
Crandall, Sean	Major	333026	GTM1,CUL
GTL-E,GTM2-E,MRO-E			
White, Stephen L.	1Lt	282212	MSA,GTL,GTM2-R
GTM2/3-E,UDF-E			
Wreyford, Joshua J.	Cadet	395282	GTM1,GTL
GTM2,GTM3,UDF			
Florez, Juan C.	Cadet	421706	GTM3,FLM
GES (will fix VOID card on 3 Dec)			Note: Need ht,wt,eye & hair color in e-services
Koller, Trevor J.	Cadet	391080	GTM3
GES			
Continued on page 2			

2. Transportation to or from such activity is not the responsibility of CAP and is provided "as available." Privately owned vehicle (POV) travel to or from such activity is performed strictly at the member's own risk (reference CAPR 77-1, Para 6.c) and is not under CAP direction and control. Parents of cadets will be advised. A letter authorizing use of POV transport must be on file in the unit.

3. I certify the above individuals are qualified to attend this event and are current on safety information IAW CAPR 62-1 and the TXWG Supplement to CAPR 62-1.

John C. Doe
John C. Doe, Lt Col, CAP
Commander

