

ARKANSAS WING

CIVIL AIR PATROL



EARTHQUAKE STANDARD OPERATING PLAN

Revised Edition: May 1, 2004
Modified for internet release 6/5/06

SQUADRON COMMANDER,

May 1, 2004

ALL PREVIOUS EARTHQUAKE PLANS NEED TO BE REPLACED !!!

THERE WILL BE AN AUTOMATIC LAUNCH OF SOME AIRCRAFT

THIS IS AN UPDATE. REMOVE THE REVISED February 1, 2000 FROM THE EARTHQUAKE FOLDER. Remove the back 5 pages of forms and airport diagram and place them in the new plan. REPLACE PLAN WITH THIS "2004" REVISION. MAPS AND OTHER MATERIALS REMAIN THE SAME, ONLY THE PLAN CHANGES

It is recommended additional copies of this revision be distributed within the squadron. The plans continue to be squadron specific. They do not move with transfer of the aircraft.

If your squadron does not have a planned flight route assignment, the Mission coordinator will give the assignment. A crew of three 101 card holders would be desired. Due to the quick response desired, a crew of two with one member familiar with the plan and route would be acceptable. Advise the Mission Coordinator of the availability and 101 qualifications of those people who are immediately available. There may be a need for only a 101 pilot to be used for transportation purposes. The number of people flying will be determined by the assignment.

It can be anticipated, personnel and equipment east of the White river will not be available to respond. All squadrons should study the attached plan. Become familiar with the plan to the level they could fly any of the routes as designed.

If the squadron has a predetermined route to fly, the route is so drawn on the Arkansas grid chart. The chart does not meet FAA requirements. The pilot in command should have current sectionals in hand. There is also an Arkansas Highway map with the route indicated thereon for the Observers use. Another highway map with no markings is to be used for the marking of areas of destruction, highway damage, and other notes. This map and notes will be used during the debriefing of the crew, then turned in for information to ADEM.

The Earthquake Packet should be kept in the squadron aircraft, or where it is readily available for an emergency call up. ALL MEMBERS should know where it is kept. The packet should be duplicated for distribution within the squadron. Every member of the squadron should be knowledgeable of the overall plan, and the duties the squadron is expected to perform. The EARTHQUAKE RESPONSE IS ALERTED BY A 6.0 magnitude earth tremor. Some aircraft will launch automatically, others will remain at their base until released by the Mission Coordinator with an assignment. Most likely there will be a big demand for people at the Mission Base, Little Rock Wing Headquarters. PLEASE REFER TO PAGE 5.

Any questions? Feel free to contact me 501-753-9294 WW79 or PILOTRLP@AOL.COM
Robert L. Penton, Lt.Col. Earthquake Planning Coordinator

Forward

ARKANSAS WING CIVIL AIR PATROL NEW MADRID EARTHQUAKE STANDARD OPERATIONS PLAN

1. GENERAL SITUATION;

A. This plan will outline the operation planning, personnel requirements and a general sequence of events to provide for assistance to the State of Arkansas in the event of a severe earthquake. An Earthquake response is alerted by a 6.0 or higher magnitude.

B. Friendly Forces:

- (1) Arkansas Dept. of Emergency Management will provide funding to support this PLAN and other support as coordinated with the Director of ADEM.
- (2) Civil Air Patrol will provide logistics support through use of available Corporate assets necessary to support this PLAN.
- (3) Local CAP Squadrons will provide tasked personnel and equipment within the resources available to support this PLAN.

2. MISSION ASSUMPTIONS;

A. It is assumed that the Arkansas Wing CAP will have the capability to respond to emergency missions involving, but not limited to:

- (1) Courier Service
- (2) Damage assessment
- (3) Transportation of a limited number of personnel and supplies
- (4) Reconnaissance and photographic missions
- (5) Radio Communications

B. The Director of Emergency Services, Arkansas Wing CAP will:

- (1) Supervise planning , organizing, directing and controlling functions
- (2) Insure the operation is effectively planned and executed.
- (3) Task Wing functions and subordinate units to provide support required to accomplish this mission.
- (4) Promote flying and ground safety.
- (5) Discharge responsibilities as overall project officer to this PLAN.

C. Unit Commanders will:

- (1) Provide tasked personnel and equipment within the resources available to support this mission
- (2) Assure aircrew preparation and planning is adequate and complete.

3. ACTIVATION OF PLAN

- A. The plan will automatically be activated if there is a 6.0 or larger magnitude earthquake within the state of Arkansas, or a joining state..
- B. When an earthquake occurs the Arkansas Department of Emergency Management will contact AFNSEP requesting a mission number.

4. GROUND PERSONNEL:

- A. A pre-designated CAP member will immediately report to the underground HQ of ADEM and man the CAP radio systems.
- B. Pre-designated members will immediately proceed to Little Rock Wing Headquarters to activate the Mission Base with a Mission Coordinator, and other mission positions.

5. AIR CREW PERSONNEL;

- A. The Highbird with a qualified crew will launch as soon as possible.
- B. Forrest City, Little Rock, Lake Dardanelle, and Twin Lakes squadrons will launch on their respective assignments. If the squadron does not have an aircraft, or is unable to assemble a flight crew within one hour of the first notice, the Squadron Commander, or his designate will notify the Mission Coordinator or Wing Headquarters of the problem launching an aircraft to fly the mission.
- C. The Hot Springs aircraft will launch to Little Rock Adams Field. Other squadrons with aircraft will remain on standby. Those squadrons will report to Mission Base by phone, radio, or relay through highbird, the availability of the aircraft and crews.
- D. All air crews will be knowledgeable and stay in compliance with the 60-1 regulations for crew duty times and flight hours.
- E. The Northwest Arkansas, Ft. Smith, and Texarkana Squadrons will contact the Mission Coordinator for instructions BEFORE LAUNCHING AN AIRCRAFT.

6. COMMUNICATIONS:

- A. All CAP radios will be turned on. Operators will stand by to give assistance as needed utilizing FM Channel 2 –[Specific frequency is U/FOUO] , and HF Channel 1- – [Specific frequency is U/FOUO]
- B. Channel 2, –[Specific frequency is U/FOUO] simplex is the assigned frequency for all Arkansas FM communications. All repeaters will be shut down as soon as possible.
- C. A pre-designated aircraft "Highbird" will be launched as a relay for communications between aircraft, ground stations, ADME, and Mission Base.
- D. The communications van will report to Little Rock as soon as possible.
- E. HF frequencies will be used to communicate with CAP National Headquarters, and Other agencies involved in the Earthquake response.

7. SAFETY;

- A. Under no circumstances will the safety of personnel or equipment be jeopardized in accomplishing the mission.
- B. In the event of damage to an airport where a CAP aircraft is on the ground, that aircraft will remain on the ground until the airport is satisfactory for a safe take off. Another aircraft will be assigned to the original tasking.

EARTHQUAKE STANDARD OPERATIONS PLAN
FLIGHT CREW INSTRUCTIONS

1. The mission is to fly a highway route search, as per the highway map, Arkansas Sectional, and written instructions. Fly normal cruise speeds. An altitude of 2000' to 2500' should be above helicopters and below aircraft on normal flight plans. Be especially watchful for other aircraft at areas of destruction. DO NOT FLY into any smoke or plumes. Gas or toxic chemicals may be in what you are seeing. DO NOT FLY IFR!!! REMAIN VFR AT ALL TIMES!!!

OBJECTIVE; QUICKLY IDENTIFY AREAS OF MASS DESTRUCTION WHERE MEDICAL ASSISTANCE IS NEEDED. ROUTES AND METHODS TO DELIVER MEDICAL PERSONNEL AND SUPPLIES TO THE AREA.

2. As soon as airborne contact mission base "Little Rock Mission Base" on channel 2. Continue to call every 10 minutes until contact is established. When HIGHBIRD is operative, ONLY Channel 2, –[Specific frequency is U/FOUO] will be used for communications. Upon contact advise the route being flown, and present position as to the town previously over flown or approaching. After the initial radio contact, Calls to Mission Base should be limited to people in distress reports. Monitor assigned frequency and be ready to respond with position reports. Do Not change a flight plan unless ordered by mission base.. If for any reason the flight to Little Rock will be more than 3 hours 30 minutes, discontinue the planned route and proceed direct to LIT within the 3:30 time frame. Advise Mission Base of the place where the flight plan was discontinued.

3. It is very possible, because of widespread destruction , the numerous county roads, numbered highways and small towns will not be identifiable from the highway map. Where there are large areas of destruction, several bridges unusable, identify the area by Lat/Long. The routes include Lat/Long and airport identifiers to assist crews in determining their location. Distance and bearing to an airport, using GPS will be a very good location identifier.

4. Be alert for destruction where people are at risk from fallen structures, fires, or flooding. Log an estimate of the number of people, the location in the town, or estimated distance and direction from a town on the highway map. If an airport or area open enough for helicopters to set down is located, this should also be reported. Identify the airport by name if possible. Spend a minimum of time at a site. DO NOT circle more than two times. Then move on so the full route will be covered as soon as possible. Pictures of destruction will help emergency forces to determine what types of equipment and people should be dispatched.

5. Be alert for major roads which are NOT passable. Use the unmarked Arkansas Highway map for denoting those sections. Mark the highway map with an "X" between intersecting roads. Some areas have roads paralleling interstate highways within a mile or two. Observe both roads for damage. For serviceable bypasses mark them as such around the "X" areas.

6. On the highway map, hospitals are positioned with a blue square with a "H". When over flying, make note of the condition of the hospital.

EARTHQUAKE STANDARD OPERATIONS PLAN

DISPLACED AIRCRAFT PROCEDURES

If a squadron has an alternate aircraft assigned at the time of an Earthquake alert, the squadron will use the Civil Air Patrol aircraft available. The squadron will fly the route and follow the instructions as if they were using their regularly assigned aircraft. Advise the Mission Coordinator of the change of aircraft numbers during the first communications.

If an aircraft is at an airport other than usually assigned : the person in charge should notify the missions headquarters, and Mission Coordinator of the availability of qualified people to fly the aircraft, and the availability of the aircraft..

The Mission Coordinator will make the determination as to the assignment and movement of the aircraft.

ARKANSAS WING AIRCRAFT ROSTER

CPF IS SPOKEN "CAP FLIGHT"

CPF 320*	N538 C	Cessna 172	CPF 325	N836CP	Cessna 182T
CPF 321*	N800P	Cessna 182	CPF 326**	N9577X	Cessna 172
CPF 322	N901CP	Cessna 172S	CPF 327	N918CP	Cessna 172S
CPF 323	N54872	Cessna 172	CPF 328	N99792	Cessna 172
CPF 324	N98502	Cessna 172	CPF 329	N99329	Cessna 172

*Aircraft equipped for Slo-Scan

**Aircraft equipped with SDIS

EARTHQUAKE STANDARD OPERATIONS PLAN

CONTINUING RESPONSE

REFER TO CAP Reg. 60-1, 2-15 FLIGHT TIME AND DUTY LIMITATIONS.

CAPR 60-1 (C3) 1 MARCH 2003 2-15, FLIGHT TIME AND DUTY LIMITATIONS.

Pilots will not be scheduled for more than 8 hours and will not, under any circumstances exceed 10 hours flight time during a 14-hour crew duty day. The crew duty day begins when reporting for work or CAP duty (whichever occurred first) and ends upon engine shutdown at the completion of the flight activity. At least a 10-hour crew rest period should be provided between duty days.. Exceptions to the crew duty day limitation will be considered for life-saving missions only and will be requested by the pilot-in-command through the incident commander to the wing commander. Approval for up to 16 hours crew duty day may be granted by the wing commander only after all appropriate Operational Risk Management (ORM) considerations have been evaluated. The wing commander must advise the region commander of any crew duty day extensions within 24 hours of such action.

Within ten to twelve hours of the activation of the emergency response plan, there will be a need for replacement flight crews , and mission base personnel. Squadron Commanders should supply the Mission Coordinator a list of people, their Emergency Services Rating, and the times when they will be available. The Mission Coordinator will prepare a duty time and place for replacement personnel to report. It will be prudent for the Civil Air Patrol to be able to supply fresh and rested crews for several days. Therefore rather than assembling all people at Mission Headquarters, replacement flight crews will be scheduled in from the outlying squadrons.

Personnel being deployed in the area of destruction should be prepared to sustain themselves for a minimum of forty eight hours. This would include, but not limited to: food, water, clothing, sleeping equipment, fuel , and other comfort items.

Mission Headquarters will initially set up at Civil Air Patrol Wing Headquarters in Little Rock. Aircraft assigned and arriving at Little Rock will use the Central North facilities. Transportation will be provided, and crews will report to Wing Headquarters.

**ARKANSAS WING CIVIL AIR PATROL
2201 CRISP DRIVE
LITTLE ROCK, ARKANSAS 72202**

501-376-1729 OR 1-888-876-1729

EARTHQUAKE STANDARD OPERATIONS PLAN
FLIGHT PLAN ROUTE 1 BEGIN AT FORREST CITY
FORREST CITY COMPOSITE SQUADRON

At Forrest City check the airport and hospital. Fly south of I-40 1-2 miles also checking HWY 70 to the Mississippi River. (38NM) West Memphis AWM ASOS 118.17

Contact Memphis Approach 119.1 before entering class B airspace. Check West Memphis Muni. AWM CTAF 123.05 N35 08.1' W90 14.1', Bridges at N35 09.0' W90 05.0'. Fly north, and stay WEST of the river. Check all of the approaches and bridges into Memphis , Tenn.

Fly North and East of I-55 1-2 miles to Blytheville (60NM). NOTE; tower 1486' at Frenchmans Bayou. Check Osceola hospital, Osceola Muni. 7M4 CTAF 122.8, N35 41.5' W90 00.6'. Blytheville Muni. HKA CTAF 123.05, ASOS 135.02 N35 56.4' W89 49.8.

Fly North and East of I -55 past Brasher, Mo. to the river bridge N36 07.3' W89 37.5' (15NM). Check bridge and the west approaches. Check Caruthersville Memorial M05 CTAF 122.9, N36 10.5' W89 40.5'

Fly north of I-155 and east of I-55 to Portageville, Mo. (18NM). DO NOT FLY NORTH OF LATITUDE 36 25'. Cross I-55, then fly south on the west side 3-4 miles evaluating the east/west roads which connect with the expressway. Check Steele Muni. M12 CTAF 122.8 N36 05.8' W89 51.8' . At Blytheville check Arkansas International BYH CTAF 122.7 N35 57.9' W89 56.6' and hospital (30NM).

Continue southwest 1-2 miles west of I-55 to Gilmore (37NM) N35 24.0' W90 17.0' where the expressways intersect.

Fly south to Crawfordsville N35 13.5' W90 19.5' (11NM). Fly a heading of 230 degrees to I-40, stay 1-2 miles north of the expressway. Fly west to the St. Francis river bridge N35 02.5' W90 43.0' (12NM).

Cross to the south side of I-40 and fly 1-2 miles south of the expressway to Brinkley, Frank Federer Memorial M36 CTAF 122.8, N34 52.8' W91 10.6' (25NM).

Follow the railroad tracks southwest to Clarendon (13NM) N34 41.0' W91 19.0'. Check the railroad and vehicle bridges, approaches, and structures to the west. Fly direct to Adams Field LIT (46NM). ATIS 125.65. Approach 135.4.

Total distance Forrest City - Little Rock 317 NM, 2 hours 55 min. at 110 knots.
IF THIS ROUTE IS FLOWN FROM OTHER THAN FORREST CITY SEE ROUTE 5 .

EARTHQUAKE STANDARD OPERATIONS PLAN
FLIGHT PLAN ROUTE 2 BEGIN AT LITTLE ROCK
LITTLE ROCK COMPOSITE SQUADRON

Little Rock direct to Carlisle Muni 4M3 CTAF 122.8, N34 48.5' W91 42.7' (78NM). Fly on north side of I-40 to Forrest City (48NM) N35 03.0' W 90 48.0'. Check HWY 70 as well as I-40 when it is within viewing distance.

North of Forrest City fly HWY 284 to New Castle (6NM) N35 08.0' W90 42.7'. The highway is very difficult to see. Then a heading of 55 degrees to Earl (16NM) N35 17.0' W90 27.0'. Check a private airport south of Earl which has two long dirt runways, 9/27 and 1/19.

From Earl fly 30 degree heading to 5NM West of Hayti, Mo. Mid Continent M28. (66NM), CTAF 122.9, N36 14.0' W89 44.0'. Fly three to four miles west of Arkansas International BYH CTAF 122.7, N35 57.9' W89 56.6'. Fly 3 miles west of Steele, Mo. M12 CTAF 122.8

From Hayti fly north to HWY 162 (12NM). DO NOT FLY NORTH OF LATITUDE 36 25'. Fly west to Gideon Muni. M85 CTAF 122.9, N36 26.6' W89 54.2' (5NM).

Fly heading of 200 degrees direct to Manila Muni. MXA CTAF 122.8, N35 53.7' W90 09.3' (35NM). This route should be at least 2-3 miles east of Kennett Memorial TKX CTAF 122.8, N36 13.8' W90 02.1'. This leg parallels numerous irrigation ditches with many bridges. List by groups as to conditions with Lat/Long. for identification.

Direct to Marked Tree Muni. 6M8 CTAF 122.8, N35 32' W90 24.1' heading 210 degrees (24NM). Continue same heading to Parkin (19NM) N35 16.0' W90 33.0'. Cross HWY 64 and the railroad at Parkin..

Fly west, on the south side of the railroad and HWY 64 to the south side of Wynne (12NM). Fly at least 2 miles south of the Wynne Muni. M65 CTAF 122.8 N35 13.9' W90 45.7'. Check the hospital on the west side of HWY 1. Follow HWY 1 south to Colt (4NM)

Fly 250 degrees to Hunter, Cotton Plant (23NM) N35 00.0' W91 15.0'.

Fly to Des Arc bridge (12NM) N34 59.0' W91 29.0'. Fly direct to Adams field, LIT ATIS 125.65, Approach 135.4.

The complete route from Little Rock is 350 NM. In a Cessna 172 at 110 knots the flight should take 3 hours 15 minutes.

EARTHQUAKE STANDARD OPERATIONS PLAN
FLIGHT PLAN ROUTE 3 BEGIN AT SEARCY MUNICIPAL SRC
LAKE DARDANELLE SENIOR SQUADRON

Fly direct to Searcy SRC and land, if the airport is operational. From Russellville 66NM. Refuel the aircraft. If the aircraft can not be refueled for any reason, fly direct to Little Rock Report to Mission Base conditions and the assignment the aircraft will be following.

Fly direct to Mc Cory- Morton 7M0 CTAF 122.9 N35 13.7'N W91 05.6W, (30NM).

Fly on the north side of HWY 64 to Wynne (15NM) Also fly 1-2 miles north of the Wynne Municipal M65 CTAF 122.8 N35 13.9' W90 45.7'.

From Wynne fly heading of 35 degrees to Payneway N35 33.0' W90 30.0'. The four lane expressway curves to due north at Payneway (22NM)

Fly a 30 degree heading to Hornersville, Mo. (34NM). Fly 1 mile west of Hornersville Memorial 37M CTAF 122.9, N36 02.5' W90 09.0'.

Fly a heading of 20 degrees to Kennett, Mo. (13NM). Fly 1-2 miles west of Kennett Memorial TKX CTAF 122.8 N36 13.8' W90 02.1'.

Fly a heading of 20 degrees to Latitude N36 25.0' (10NM). DO NOT CROSS THIS LATITUDE. Fly west (7NM) to Piggott Municipal 7M7 CTAF 122.9, N36 22.7' W90 10.0'.

From Piggott fly a heading of 205 degrees to N35 30.0' W90 38.0' (57NM) . Put Wynne Municipal M65 in GPS. That will give the proper flight line. At 17NM northeast of Wynne turn to a heading of 225 degrees to Cherry Valley (8NM), N35 24.0' W90 45.0'.

From Cherry Valley fly a heading of 255 degrees to Woodruff County, M60 CTAF 122.9, N35 16.3' W91 16.2', (27NM). Check HWY 64 west of Morton to Augusta (7NM). Check the approaches , bridge at Augusta, and road as it continues westbound through the low lands. The condition of the railroad should also be noted.

Fly direct to Adams Field Little Rock LIT (54NM) ATIS 125.65, Approach 135.4..

The route from Russellville is 351 NM. If flown in a Cessna 172 at 110 knots, total time should be 3 hours 24 minutes. Route from Searcy is 285NM. 2 hours 40 minutes.

EARTHQUAKE STANDARD OPERATIONS PLAN
FLIGHT PLAN ROUTE 4 BEGIN AT CORNING 4M9
TWIN LAKES COMPOSITE SQUADRON

Fly direct to Corning Municipal 4M9 CTAF 123.0, N36 24.3 W90 38.9'. From Mt Home to Corning 86 NM.

From Corning fly a heading of 90 degrees (15NM) to N36 24.3' W90 19.2'. DO NOT FLY NORTH OF LATITUDE 36 25.0'.

Fly a heading of 180 degrees (7NM) to Rector Municipal 7M8 CTAF 122.9 N36.15.0' W90 19.2'.

From Rector fly to Paragould, (14NM) Kirk Field PGR CTAF 122.8 N36 03.8' W90 30.6' Check HWY 49 and railroad bridges.. Also note the hospital on the east side of Paragould.

From Paragould fly to Jonesboro Municipal (16NM) JBR CTAF 123.6 N35 49.9' W90 38.8' Southwest of the airport about a mile, on the north side of the expressway there is a large hospital which needs to be checked.

Fly HWY 1 and the railroad south to Harrisburg (16NM) N35 34.0' W90 42.0'.

Fly a heading of 270 degrees along HWY 14 to Newport (26NM). Check the bridges on the west side of downtown area N35 36.5' W91 17.5'.

Fly due south checking the expressway HWY 64, taking note of the bridge over the White river (9NM), N35 28.0' W91 22.0'.

Fly direct to Adams Field, Little Rock LIT (62NM). ATIS 125.65, Approach 135.4.

The route from Mt. Home is 253 NM. If flown in a Cessna 172 at 110 Knots total time should be 2 hours 20 minutes.

From Rogers to Mt. Home is 80NM. Total route 340 NM. In a Cessna 172 at 110 knots time should be 3 hours 15 minutes.

EARTHQUAKE STANDARD OPERATIONS PLANS
FLIGHT PLAN ROUTE 5 BEGIN AT FORREST CITY
AIRCRAFT LAUNCH FROM LITTLE ROCK

From Little Rock fly direct to Clarendon bridge, N34 41.0' W91 10.6W 90 degrees (46 NM)

Fly direct to Forrest City FCY CTAF 122.8 N34 56.3' W90 46.5', (30NM). Check the airport and the hospital.

Fly south of I-40 1-2 miles also checking HWY 70 to the Mississippi river. (38NM)

Contact Memphis Approach 119.1 before entering class B airspace. Check West Memphis Muni. AWM CTAF 123.05 N35 08.1' W90 14.4', Bridges at N35 09.0' W90 05.0'. Fly north, and stay WEST of the river. Check all of the approaches and bridges into Memphis, Tenn.

Fly North and East of I-55 to Blytheville (60NM). NOTE: TOWER 1486' at Frenchmans Bayou. Check Osceola hospital, Osceola Muni 7M4 , CTAF 122.8 N35 41.5' W90 00.6'. Blytheville Muni HKA CTAF 123.05 ASOS 135.02 N35 56.4' W89 49.8'.

Fly North and East of I-55 past Brasher, MO. to the river bridge N36 07.3' W89 37.5' (15NM). Check bridge and west approaches. Check Caruthersville Memorial M05 CTAF 122.9, N36 10.5' W89 40.5'

Fly north of I-155 and east of I-55 to Portageville, Mo. (18NM) DO NOT FLY NORTH OF LATITUDE 36 25.0'

Climb to an appropriate altitude, 2500' or higher, and fly direct to Little Rock Adams field, heading 210 degrees 162NM.

Total distance Little Rock - Little Rock 369NM 3 hours 20 minutes at 110 knots.

EARTHQUAKE STANDARD OPERATIONS PLAN
ARKANSAS WING HIGHBIRD FLIGHT PLAN

.The Highbird aircraft will depart with a qualified pilot and an observer. It will be desirable for the pilot to be IFR qualified. The aircraft will be orbiting at 8,000' to 9,000' which could be above a cloud cover. It is also desirable that the highbird be a Cessna 182, with it's added fuel capacity.

The Highbird will be a relay station between other aircraft and Mission Base. Repeaters will not be used during earthquake missions. All repeaters will be deactivated as soon as possible during a real earthquake disaster. Arkansas has been assign Channel 2-[Specific frequency is U/FOUO] for all CAP FM communications within the state.

The second crew member must be experienced in the use of the CAP FM radio. His duty will be to receive messages and relay them between other aircraft and Mission Base.

From Little Rock file a flight plan, preferable IFR with FAA. If the pilot is not IFR qualified, request flight following with the Memphis Center 126.85. The aircraft will orbit between Conway Cantrell M03 CTAF122.8 N35 04.8' W92 25.5' and Mt. View Wilcox Memorial 7M2 CTAF 122.7 N35 51.9' W92 05.5 at an altitude assigned by Memphis Center. The estimated time for the flight will be four hours.

It will be O.K. for the aircraft to divert and fly closer to the destruction area for a better assessment and reporting , as long as it is able to stay in contact with the Mission Base, and other ground based stations in the western part of the state. Any changes to the flight plan will need to be cleared with Memphis Center.

There is a possibility the Arkansas Highbird will be directed to fly lower and closer to Little Rock, if the transmissions interfere with similar flights in the other states. The mission of the Highbird is to stay in touch with all Arkansas aircraft flying at the far corners of the state..

The Mission Coordinator will direct the Highbird as to the time to recover at Little Rock Adams Field. Total flight time is expected to be around 4 hours.

SQUADRON EARTHQUAKE PACKAGE WILL INCLUDE THE FOLLOWING ITEMS

A copy of the Earthquake Standard Operating plan May 1, 2004

An Arkansas Grided sectional, with the appropriate route highlighted

Two Arkansas road maps

Note pad and appropriate damage recording forms

At least two pencils

Form 103 Mission Authorization Personnel Register

Form 104 Mission Flight Plan Briefing Form

Form 121 Aircraft/Vehicle Register

Form 9 At least two: Release for Non-CAP Members