



Post 816 News

February, 2009

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Valero Energy Corporation
Aviation Department
San Antonio, Texas

Coming Events At-A-Glance

February 13, Friday	Nayak, 4:30 pm	Randolph AFB
February 22, Sunday	Nayak, 7:00 pm	Don Baker - Flying for the DEA
March 14, Saturday		To Be Announced
March 22, Sunday	Nayak, 7:00 pm	Dr. Anna DeJonge - Space

Please note: Please recruit your friends to come and share in our exciting programs.

February 13, Friday – Meet at Nayak at 4:30 pm. We will carpool to the main gate at Randolph Air Force Base. Major Britt Warren will escort us to the new T-38 simulators that have glass cockpits. The Scouts will have a chance to take off and fly the simulators. The visual display is incredible. Remember to bring your air sickness bag (just kidding). Lt. Colonel John McCauley and Colonel Olga Custodio will provide additional military escort and will assist you on your flight.



The T-38A Talon is a twin-engine, high-altitude, supersonic jet trainer used in a variety of roles because of its design, economy of operations, ease of maintenance, high performance and exceptional safety record. Air Education and Training Command is the primary user of the T-38A for joint specialized undergraduate pilot training. Air Combat Command, Air Force Materiel

Command and the National Aeronautics and Space Administration also use the T-38A in various roles.

The T-38A has swept wings, a streamlined fuselage and tricycle landing gear with a steerable nose wheel. Two independent hydraulic systems power the ailerons, rudder and other flight

control surfaces. Critical aircraft components are waist high and can be easily reached by maintenance crews.

The T-38C incorporates a "glass cockpit" with integrated avionics displays, head-up display and an electronic "no drop bomb" scoring system. The AT-38B has a gun sight and practice bomb dispenser.

The T-38 needs as little as 2,300 feet (695.2 meters) of runway to take off and can climb from sea level to nearly 30,000 feet (9,068 meters) in one minute. T-38s modified by the propulsion modernization program have approximately 19 percent more thrust, reducing takeoff distance by 9 percent.

February 22, Sunday – Meet at Nayak at 7:00 pm. Our guest speaker will be Don Baker. He flew Citation jets in Colombia and Central America for the DEA. He will share his life's experiences.

DEA in the Air

The Aviation Division of the DEA is a small but vital unit of the agency. It provides "eyes in the sky" day and night. The Aviation Division can move Special Agents and personnel to remote jungle areas or track drug-carrying vehicles driven on the ground. The Aviation Division is also known as the Air Wing.

All of DEA's pilots, numbering approximately 125, are Special Agents. These pilots fly over 100 aircraft from the OH-6 helicopter to jets. While it is a small non-military government "air force," it is a vital tool in the fight against illegal drug trafficking.

History of the Air Wing

In 1971, the Bureau of Narcotic and Dangerous Drugs created an aviation program with one plane, one Special Agent/pilot and a budget of \$58,000. The concept of an Air Wing to support drug law enforcement was the idea of Marion Joseph, an experienced former U.S. Air Force pilot and a veteran Special Agent stationed in Atlanta, Georgia. For a number of years, Special Agent Joseph noted that police were using planes for surveillance, search and rescue and the capturing of fugitives. His analysis led him to conclude that a single plane "could do the work of five agents in five cars on the ground."

As drug trafficking increased nationwide, it became evident that it had no boundaries and that law enforcement needed aviation capabilities. Although Joseph convinced his superiors that the idea of an air wing was a good one, there were no funds for such a program. Special Agent Joseph then turned to the U.S. Air Force. Under the Bailment Property Transfer Program which allows the military to assist other government entities, he secured one airplane- a surplus Vietnam War-era Cessna Skymaster.

The benefit of the air support to drug enforcement became immediately apparent, and the requests for planes grew rapidly. By the time DEA was formed in 1973, there were 41 Special

Agent/Pilots and 24 planes operating in several major U.S. cities. Most of these planes were single engine, piston-driven, fixed-wing airplanes that were used mostly for domestic surveillance.

Becoming a Special Agent/Pilot

All Special Agent/Pilots must complete the requirements and training of a Special Agent first. A Special Agent must spend two years in a field division before applying to become a Special Agent/Pilot. Specific aviation experience is required for all applicants.

The accepted candidate goes through a number of training programs that will give them the flying, survival and intelligence gathering skills needed to safely and successfully perform the duties of a Special Agent/Pilot.

DEA's Special Agent/Pilots receive both flight and academic training. Some of the different types of training include water survival, mountain flying, weather systems and aviation physiology.

Operations

The Aviation Division flies tens of thousands of hours each year to fulfill its diverse mission. To keep track and control of all the Air Wing aircraft in the air and those of suspects, a high-tech monitoring center is located at Alliance. It tracks the plane's flight path to its destination. It has the latest weather reports from all over the world in order to plan operations and advise pilots in the air of weather changes.

The Planes and Helicopters of the DEA

The DEA Air Wing has over 100 fixed-wing planes and helicopters. It is a mismatched group of aircraft due to the variety of sources for the aircraft. Many were transfers from the military, some are seizures from drug dealers under the asset forfeiture program, a few are trades with manufacturers and a few are direct purchases. Today the Air Wing flies over 15 different types of aircraft.

Information obtained from www.deamuseum.org

March 14, Saturday – Field Trip To Be Announced

March 22, Sunday – Meet at Nayak at 7:00 pm. Dr. Anna DeJonge recently received her PhD from University of Michigan in Space Science. She is a research scientist at Southwest Research Institute. She will talk about space.