

Civil Air Patrol

November-December 2009



Volunteer



**CAP, Tuskegee
Airmen Visit
Combat Zone**

CAP To The Rescue

Museum Memorializes
Huge Single-Mission Save

Standing Tall

'Wizard of Oz' Munchkin
Smallest Licensed CAP Pilot

'09 Conference Exceeds Expectations

The Cadet Advisory Council strikes a handsome pose during the 2009 CAP Annual Conference held Sept. 3-5 in San Antonio. The conference featured a keynote address by CAP Senior Member and NASA astronaut Air Force Col. Eric Boe, a colorful performance by Frank Sinatra impersonator Lt. Col. Paul Salos, more than 50 learning labs, a "smoresey" reception and a salute to members. Savor all the action in this issue with several stories capturing one of the most memorable annual conferences in the history of Civil Air Patrol.



CIVIL AIR PATROL Volunteer

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Photo by Capt. Scott Orr, Colorado Wing

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LuAnn Mercer, one of the 20 survivors of downed Rocky Mountain Airways Flight 217, chats with CAP Capt. Ed O'Brien while holding her wedding dress, which was used to fill a hole in the crashed plane's fuselage. O'Brien, historian for the Colorado Wing's Black Sheep Senior Squadron, led a recent effort to commemorate the 30-year-old rescue — CAP's biggest single-mission save on record.

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SUBSCRIPTIONS

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ON OUR COVER


One of the original Tuskegee Airmen, retired U.S. Air Force Major and longtime Civil Air Patrol member Col. George Boyd, left, joined others from the legendary World War II group for a weeklong visit earlier this year with deployed service men and women in Iraq, Qatar and Kuwait. The U.S. contingent also included, second from left, retired Air Force Lt. Col. Alexander Jefferson, former Air Force Staff Sgt. Phillip Broome and retired Air Force Lt. Col. James Warren. See more on the Tuskegee Airmen's tour abroad, beginning on page 31.

Photo courtesy of U.S. Air Force

Civil Air Patrol Volunteer is oriented toward both internal (CAP) and external audiences. For that reason, it uses the Associated Press style for such things as military abbreviations. The Associated Press style is the standard used for most newspapers and magazines. Official internal CAP communications should continue to use the U.S. Air Force rank abbreviations found in CAPR 35-5.

During CAP's annual conference, NASA astronaut and Air Force Col. Eric Boe made himself available to cadets, senior members and CAP leaders for informal chats.

Photos by Susan Robertson, CAP National Headquarters



“Dream big! You have to be able to dream it before you can do it. I heard a lot of dreams here this week.”

— CAP Senior Member, NASA astronaut and U.S. Air Force Col. Eric Boe

Astronaut Eric Boe's advice to fellow CAP members:

Dream big!

By Kristi Carr

As keynote speaker for CAP's 2009 National Board and Annual Conference banquet, NASA astronaut and Air Force Col. Eric Boe further solidified his support of CAP, the organization he credits with opening the door to his life's work.

As part of his presentation, Boe narrated NASA video

coverage of the preparations, launch and deployment at the International Space Station of the Space Shuttle Endeavor, which he piloted last year. He also urged cadets and senior members alike to "dream big!" — as he did while a CAP cadet in the Georgia Wing.

"You have to be able to dream it before you can do it," Boe said, adding, "I heard a lot of dreams here this week."

He gave this advice:

- Life is a journey, so enjoy the trip.
- Never give up.
- Find your passion.
- Mistakes are how you learn.

Boe concluded by saying, "I can't say enough good things about what CAP has done for me in my life." ▲



At the conference banquet Boe presented Maj. Gen. Amy S. Courter, CAP's national commander, with a framed montage displaying his Gen. Carl A. Spaatz coin, earned as a cadet, which he carried on his Endeavour flight. The montage also included NASA authentication the coin had traveled to space. The Spaatz Association plans to provide Boe with a duplicate coin, while his original framed one is slated to be hung in the foyer of CAP National Headquarters once the building's refurbishment is complete in early 2010.



Boe was a hit with the San Antonio media, conducting several interviews and posing for video coverage during the annual conference.

2009 Awards

CAP Salutes the Best of the Best



By Kristi Carr

Receiving congratulations from their Florida Wing commander, Col. Christian F. Moersch, left, Lt. Col. Arnold F. Glauser and 1st Lt. John J. Yeninas received the prestigious AFNORTH Commander's Award for helping save the lives of four men stranded for hours with their overturned helicopter in the waters off the Florida coast. The third member of the aircrew, Maj. Gilbert T. Dembeck, was unable to attend.

FFor some, it is their reactions in time of crisis. For others, it is chipping away day in and day out to deliver a message or provide a service. But for each of Civil Air Patrol's 2009 award winners, recognition at the annual conference is validation on a national scale of a job well done.

A cadet on a mission

The stuff that makes a winner is evident in CAP's 2009 Cadet of the Year, Kate A. Whitacre of the Indiana Wing, who's already achieved the senior

member rank of captain only two years after earning the top cadet rank of colonel. Whitacre is a whirlwind of activity.

For CAP, she holds Gen. Carl A. Spaatz Award No. 1646, is a pilot and a certified radio operator, has participated in four REDCAP emergency services missions, has served on a ground team and is assistant director of personnel for her wing.

In her community, she has volunteered for the Red Cross, Habitat for Humanity and the Muscular Dystrophy Association.

In sports, she was the Indiana state champion for archery in 2007, ranking 20th in the nation; has a first

The first winner of the Ground Team of the Year award, named in memory of Col. Dion E. DeCamp, was the Texas Wing's Brownsville Composite Squadron Ground Team. Accepting the award for his team is Maj. Sean Crandall, squadron commander, flanked by CAP National Commander Maj. Gen. Amy S. Courter and Lt. Col. EJ Smith, DeCamp's widow and former vice commander of the Nevada Wing.



degree black belt in Tae Kwon Do; and is a champion ice skater.

In the arts, Whitacre is a talented musician who plays the French horn and mellophone.

A junior at Indiana Institute of Technology, Whitacre has both a band scholarship and a four-year academic scholarship, with bragging rights to a 3.9596 cumulative grade point average.

But wait! She's just getting started! She has been nominated to the Commissioned Corps of the U.S. Public Health Service and is under consideration for a research internship at the National Institutes of Health.

Whitacre said she was midway through her senior year in high school when she discovered the biomedical engineering field. "It fuses my interest in engineering with my interest in medicine. I

absolutely love what I am studying!" she said. She is already considering her next moves, perhaps medical school followed by a career in prosthetics to serve America's veterans.

Whitacre admits, "I do everything at full speed, and I always strive to do my best."

How does she juggle all her interests so successfully? She answered simply, "Supreme time management!" That has made it possible for her to pursue so many

The Indiana Wing's Capt. Kate A. Whitacre, right, accepts CAP's Cadet of the Year award from Courter. Whitacre adds this award to her many other honors, so many that it caused banquet emcee Lt. Col. Edward F. Lee, Pacific Region director of cadet programs, to tease her about her "narrow focus."

extracurricular activities while still being a successful student. "My activities and hobbies define who I am and are a foundation for my character," she maintained.

As for her continued Civil Air Patrol involvement, Whitacre hopes to serve as a CAP pilot. "I would not even be close to being the person I am today if it were not for CAP. Through CAP I have gained life experiences and met people from all over the world," she declared.

"CAP has helped me develop my strong work ethic and determination. I hope to some day give back all that was given to me as an officer in CAP."

A man for all missions

Service with Civil Air Patrol is also important to CAP's 2009 Senior Member of the Year, Lt. Col. Jonathan Reid. He even had it written into his "letter of call," which outlined his responsibilities as pastor of Zion Lutheran Church when he moved to Woodland, Mich.

With radio equipment in his car and in the parsonage, Reid acknowledged, "I'm the crazy pastor who looks like I'm talking to outer space." But he knows





Lt. Col. Jonathan E. Reid, left, of the Michigan Wing, named Senior Member of the Year, takes the opportunity to pose with CAP's guest of honor, Air Force Col. Eric Boe, a NASA astronaut and CAP senior member.

his parishioners are proud of his CAP service, recognizing that "it's a large part of what I do."

Already a pilot, Reid had been toying with joining CAP in the summer of 2001 when he was a graduate student at Lutheran Theological Southern Seminary in Columbia, S.C. He sealed the deal at a Lexington Composite Squadron meeting on Sept. 11.

Joining CAP set the wheels in motion for Reid to become well-versed in all three of CAP's core missions: cadet programs, aerospace education and emergency services.

Being tapped as squadron commander is how, he said, he got involved with CAP's cadet

Stuart J. Sharack has the distinction of being the first recipient of the Aerospace Education Teacher of the Year award presented by Courter.



program. "To see cadets advance is a very humbling experience," he explained. "They are what keep me in CAP."

When he moved to Michigan, Reid helped establish the Ionia Flight, where he still serves as aerospace education officer, is an orientation as well as glider tow pilot and works yearly with the Great Lakes Region encampment, most recently as its commander.

Working with cadets is what propelled Reid into aerospace education, he said, but he has brought aerospace education to senior members, too. After he and fellow CAP officer Lt. Col. Ed Verville went to the Cessna Aircraft Co. factory in Kansas to be trained on the Garmin G1000 system, they brought the training back to Michigan.

"We call it our dog and pony show," Reid said. Offering the class twice a year, they use multiple displays to teach a version of the Cessna G1000 curriculum mixed with their own methodical approach.

Despite his devotion to the cadet program and aerospace education, Reid admitted his true love is operations. While still in South Carolina, his student status allowed him the flexibility for a lot of flying, including counter-drug missions. "I really found my



The Incident Staff Member of the Year is named in memory of Col. Edwin W. Lewis Jr., a strong advocate for professional training of operations staff members. The inaugural award was accepted by Lt. Col. Joe H. Abegg Sr., Northeast Region deputy chief of staff for operations. He is joined by Midge Lewis, Lewis' widow, center, and Courter.

niche in operations,” he said.

Now, as director of operations for the Michigan Wing, Reid is regarded as one of the wing’s most active incident commanders, which includes his participation in intercept missions with the Air Force and Coast Guard.

He sees a lot of trust between CAP and state and federal agencies — a reflection, he feels, of CAP’s value and professionalism. “We give them a product they need,” he explained. “We have the assets — low and slow — that no one else has.”

Reid sees the future of CAP in homeland security, taking the organization full circle, back to its roots.

From a 9-year-old who hung on the fence at southeast Minnesota’s Dodge Center Airport to watch planes arrive and depart, Reid has blossomed into a

real CAP asset, a man for all missions. Yet he tosses the credit right back to CAP. “With CAP,” he said, “I get the sense I’m part of something larger than myself, my local unit or my wing.” ▲



As commander of the Squadron of Distinction, the Georgia Wing’s Gwinnett County Composite Squadron, Maj. James A. Weed was honored with the F. Ward Reilly Leadership Award, which was presented by Courter.

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CAP applauds its 2009 award recipients

CAP's annual conference provides the opportunity to recognize extraordinary achievement by many CAP volunteers. Awards presented this year included:

Frank G. Brewer Memorial Aerospace Awards

Cadet

Cadet 2nd Lt. Charles M. Hussey Jr., Mississippi Wing

Senior Member

Capt. Frank E. Merrill, Indiana Wing

Individual/Organization

Space Education Initiatives, De Pere, Wis.

Lifetime Achievement

Lt. Col. John J. Lynn, Florida Wing

Aerospace Education Officer of the Year

Lt. Col. Richard T. Edgerton, Washington Wing

John V. "Jack" Sorenson Cadet Program Officer of the Year

Maj. Joseph R. Winter, Maryland Wing

Senior Chaplain of the Year

Chaplain (Maj.) Hal B. Lee Jr., Mississippi Wing

Squadron Chaplain of the Year

Chaplain (Capt.) David R. Vaughn, Tennessee Wing

Character Development Instructor of the Year

1st Lt. Michael D. Lynch, California Wing

Communications Officer of the Year

Maj. John R. Bittinger, Washington Wing

Norm Edwards Counterdrug Officer of the Year

Capt. Janet G. Hawken, Washington Wing

Col. Edwin W. Lewis Jr. Incident Staff Member of the Year

Lt. Col. Joe H. Abegg Sr., Northeast Region

Col. Dion E. DeCamp Ground Team of the Year

Brownsville Composite Squadron, Texas Wing

Outstanding Drug Demand Reduction Wing

Drug Demand Reduction Program, Colorado Wing

Col. Lester Hopper Historian of the Year

Lt. Col. Virginia E. Przekaza, Michigan Wing

George Texido Legislative Officer of the Year

Lt. Col. David C. Ford (deceased), Indiana Wing

Logistician of the Year

Lt. Col. Carlton R. Sumner Jr., Mississippi Wing

Col. Robert V. "Bud" Payton Public Affairs Officer of the Year

Maj. James L. Nova, Arizona Wing

Safety Officer of the Year

Maj. John D. "Dan" McCollum Jr., North Carolina Wing

Paul W. Turner Safety Award

North Carolina Wing

Director of Finance of the Year

Lt. Col. William H. Ferguson, Southeast Region

Squadron of Distinction

Gwinnett County Composite Squadron, Georgia Wing

AFNORTH Commander's Award

Maj. Gilbert T. Dembeck, Florida Wing
Lt. Col. Arnold F. Glauser, Florida Wing
1st Lt. John J. Yeninas, Florida Wing

Aerospace Education Teacher of the Year

Senior Member Stuart J. Sharack

F. Ward Reilly Leadership Award

Maj. James A. Weed, Georgia Wing

Senior Member of the Year

Lt. Col. Jonathan E. Reid, Michigan Wing

Cadet of the Year

Former Cadet Col. now Capt. Kate A. Whitacre, Indiana Wing

Cadet constructs plane and possible career

The RagWing aircraft was more parts than plane when Cadet Staff Sgt.

Josh

Wardwell's grandfather bought it last year from an estate. Now the plane is in

the Wardwell driveway in Oxford, Maine, and it is the cadet's passion. So far Wardwell, a member of the Maine Wing's 77th Composite Squadron, estimates spending 1,500 hours on his pet project, with at least another 800 to go. He did neighborhood chores to earn \$75 so he could locate the aircraft's plans from the designer, Roger Mann of South Carolina. Recently successful in acquiring an engine, the cadet expects that completing the aircraft will take another \$1,000. About the same time the aircraft came into his life, Wardwell discovered Civil Air Patrol, which dovetails nicely with the aviation career he envisions for himself.

Some of this information came from an article written by Leslie H. Dixon for SunJournal.com (Lewiston, Maine).



Photo courtesy of Daryn Slover, SunJournal.com (Lewiston, Maine)

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Go to www.gocivilairpatrol.com daily for squadron and wing news.

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California members assist in space shuttle's recovery

A California Wing member stands with a CAP Gipsyland GA-8 Airvan as the Space Shuttle Discovery prepares to touch down at Edwards Air Force Base after a recent 14-day mission to

the International Space Station. Shuttle Mission STS-128 was diverted to Edwards when weather conditions in Florida forced an alternate landing location. The California Wing has been involved in shuttle landings in the Mojave Desert at Edwards since 2005, assisting with aerial photography and security. As soon as the Discovery landed, the CAP crew went airborne, orbiting the shuttle and taking photos using the Satellite Digital Imaging System, then sending the images to a command post and NASA officials. Air Force Brig. Gen. James Hogue, director of the Edwards Space Shuttle Contingency Response Team, said CAP has proven to be an invaluable asset in the safe recovery of the shuttle at Edwards.



Photo by 1st Lt. Charles Fields, California Wing

CAP cowpokes for an evening

Ranch serves up
a big Texas
welcome for
conference
attendees

By Kristi Carr

In a departure from the usual CAP Annual Conference opening reception in a hotel, the Texas setting for 2009 inspired a trip to Knibbe Ranch in the Hill Country just north of San Antonio. Even the bus ride there was entertaining, featuring video clips from Billy Crystal's "City Slickers."

Arriving at the ranch, CAP members were presented a red, white and blue cowboy's scarf featuring the CAP logo. Buffet fare featured hamburgers and hot dogs with all the trimmings, cole slaw and chili. Once fueled, participants could learn line dancing, throw horseshoes or ride a longhorn steer. As the evening wound down, CAP cowpokes built their own s'mores, roasting marshmallows over a roaring campfire. ▲



Photo by Kristi Carr, CAP National Headquarters

Col. Clair Jowett, deputy director of operations for the Great Lakes Region, and his wife Colleen take on a Texas longhorn steer at Knibbe Ranch.

Photo by Kristi Carr, CAP National Headquarters



Maj. Gen. Amy S. Courter dressed the part for the opening reception, wearing a cowboy hat presented to her by the Texas Wing.

Background photo by Kristi Carr, CAP National Headquarters



went into CAP's wanted posters, souvenirs from the annual conference and reminders that CAP wants — and needs — its volunteer members. This one features Capt. Janet G. Hawken of the Washington Wing.

Dessert was do-it-yourself style at the opening reception as CAP attendees roasted marshmallows to sandwich with graham crackers and chocolate.



Line dancing lessons were part of the Texas ranch experience.

Sponsorships support the CAP Annual Conference and its events. CAP is grateful to its 2009 sponsors:

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A little bit of the Wild West and a lot of truth





I It is the time of year when we pause for Thanksgiving, and Civil Air Patrol has much for which to be thankful!

CAP is thankful for its members ... as we endeavor to be the “best place to volunteer” (and work!). All of our members are treasures, bringing talent and expertise to satisfy CAP’s myriad and specialized needs.

Our volunteers give of themselves every day, putting “service before self” by doing good works for others without any expectation of personal gain.

CAP-U.S. Air Force active duty and reserve personnel, along with civilian employees, dig deep to find the best ways to advise and assist us, enhancing our programs and our effectiveness by their attentive leadership.

National Headquarters personnel at Maxwell Air Force Base, Ala., and across the nation work with and for each of our members to ensure we have 24/7 support for our Missions for America. They are the solid pillars of our infrastructure.

CAP is thankful for its partners ... as we endeavor to be their “resource of choice.”

The Air Force, our other federal customers and our Board of Governors trust us each and every time they call us into duty.

The Air Force Association supports us in many ways, such as partnering on projects, sharing activities and mentoring.

The Airplane Owners and Pilots Association, Flight Safety and others partner with us for safety initiatives that are paramount to protecting our members.

Cessna, Evergreen International, AirSure and scores of others honor us with their presence at events, helping us keep our name before the public and assisting us in a multitude of other ways.

CAP is thankful for the American citizens who trust us.

CAP is thankful for our purpose, as we endeavor to be “well-known for each of our missions.” The missions we are so fortunate to perform in aerospace education, cadet programs and emergency services provide us with many opportunities to serve our nation. Our missions, borne out by our stellar past, support the needs of our nation in the present and change the course of the future by saving lives, protecting the U.S. and building character in our citizens.

CAP is indeed thankful. We have amazing people, partners and purposes. While individuals give and receive kind words and recognition for jobs well done, the fuel that propels us to our next successes also propels us to honor and recognize what we bring collectively. Together.

Semper Vigilans!

A handwritten signature in black ink that reads "Amy Courter". The signature is written in a cursive, flowing style.

Maj. Gen. Amy S. Courter
CAP National Commander

To honor and remember those who served... sponsor a wreath

As a key partner in Wreaths Across America, Civil Air Patrol annually adorns memorials and veterans' graves with evergreen wreaths to ensure the sacrifices of our nation's soldiers are never forgotten.



You are invited to take part in this unparalleled tribute on Dec. 12. To sponsor a wreath, contact your local CAP squadron or visit www.gocivilairpatrol.com.

Memories and moments from CAP's 2009 Annual Conference

PRAYER BREAKFAST RETURNS

Photos by Susan Robertson, CAP National Headquarters



Chaplain (Maj. Gen.) Cecil R. Richardson, U.S. Air Force chief of chaplains, made his point with a humorous story about what happened when he went to baptize a C-130 pilot. Unfamiliar with baptism by immersion, the pilot literally assumed a diver's pose to enter the water, drenching everyone in the process. Richardson said that when the pilot surfaced to see the mayhem he'd caused, he looked at the chaplain and said, "Well, Chaplain, I guess it's time for Plan B." Richardson reminded his audience of the common Air Force phrase: "Flexibility is the key to airpower." He suggested flexibility is also the key to life and urged his audience to always be ready to go to a Plan B — which, he added, is a reminder that "God is in charge."

After a hiatus of several years, the CAP Prayer Breakfast was reprised this year in commemoration of the CAP Chaplain Corps' 60th anniversary, which will officially commence Jan. 5, 2010. Hosted by Chaplain (Col.) Whit Woodard, CAP's chief of chaplains, the program included music and several special prayers — for God's blessings, for service members, for the organization's leadership and for the nation — led by CAP chaplain leaders.

CAP'S CANADIAN CONNECTION

The Air League of Canada, with its 23,000 cadets, is CAP's counterpart to the north. Keeping up the custom of attending each other's annual meetings, Air League of Canada President Joe Johnson playfully thanked CAP National Commander Maj. Gen. Amy S. Courter for scheduling him just after Lt. Col. Paul Salos' singing performance. He admitted that he plans to take home to Canada some ideas borrowed from this CAP conference.

CAP's national commander, Maj. Gen. Amy S. Courter, presented a clay eagle to Joe Johnson, president of the Air League of Canada, further cementing the relationship between the two organizations.



Brig. Gen. Chitwood addresses the CAP National Board following his election.

commander and Arkansas Wing commander, as well as on several CAP national committees. He has experience as a CAP mission pilot and as a Federal Aviation Administration aviation safety counselor.

ELECTION RESULTS

Brig. Gen. Reggie L. Chitwood was elected to a second, one-year term as national vice commander. Retired after 28 years with the Arkansas Highway Police, Chitwood previously has served as CAP's Southwest Region

VITAL LEARNING LAB LESSONS

In addition to member-to-member networking, 64 learning labs offered during the conference's last two days provided opportunities for members to enhance skills in everything from financial management to uniform compliance to cadet programs.

Capt. Risher Lewis of the Texas Wing said he picked up fundraising ideas for his unit and participated in the inspector general senior level training held just before the conference.

The Connecticut Wing's Maj. Steve Rocketto, who described himself as a newly minted public affairs officer, was looking for "lots of ideas on how to go about establishing a public affairs plan that will showcase the programs of my unit, my wing and CAP as a whole."

As one of only three Idaho Wing members attending, 1st Lt. Shawna Blanton said, "It's important for me to get a broad spectrum of information to take back, but,



in particular, our cadet recruitment has gone from three to 40 new cadets in the last 2? years in my home squadron, and we need

to know we're growing our cadet program appropriately."

The rocket 1st Lt. Jeffrey Myers of the Illinois Wing is fashioning is designed to be launched from an

air pressure launcher like the one being held by Lt. Cols. John Lynn, left, and Richard Edgerton, from the Florida and Washington wings, respectively. This variant on model rocketry was explored during an Aerospace Education Excellence Program learning lab.

"COME FLY WITH ME"

The CAP Annual Conference banquet is not known for including entertainment on its program. But with this year's meeting occurring in Texas, home state for a CAP member who took sixth place last year in the TV hit "America's Got Talent," it was the perfect opportunity to feature Lt. Col. Paul Salos.

Known for his impersonations, Salos performed a series of songs made famous by Frank Sinatra. One couple could not resist getting to their feet to dance between the banquet tables, and several women in the audience responded to Salos' call for a Rockettes-style chorus line as he belted out "New York, New York."

While his performance garnered him a standing ovation, Salos' more than 40 years of service in CAP were recognized by a certificate presented to him by CAP's national commander, Maj. Gen. Amy S. Courter.



Lt. Col. Paul Salos turns on the Sinatra charm for CAP lifetime member Col. Mary Feik of the Maryland Wing. He serenaded her with "The Way You Look Tonight" and delighted the audience and Feik when he surprised her with a kiss during the performance.

For more coverage and photos of CAP's Annual Conference and National Board meeting, go to www.capvolunteernow.com.

Astronaut Carries Brother's CAP ID Card Into Space

By Lenore Vickrey

A very special Civil Air Patrol ID card recently traveled on America's latest space shuttle mission to the International Space Station.

The card belonged to the late Lt. Col. David Ford of the Indiana Wing, and it was proudly carried into space by his brother, astronaut Kevin Ford, the pilot on STS-128, the space shuttle that launched Aug. 28 and returned Sept. 11.

It was Kevin Ford's way of honoring his older brother, who had been an active CAP missions pilot. "It would have been very meaningful to my brother David," Kevin said. "I probably would have done it even if he'd been here."

David, a highly honored member of CAP's Indiana Wing who was posthumously named Legislative Officer of the Year in 2009, passed away

Retired Air Force Col. Kevin Ford, who recently piloted a NASA space shuttle mission, kept this photo of his brother, the late CAP Lt. Col. David Ford, in his crew notebook. He also carried David's CAP ID into space. The pilot's window is above the notebook.

Photos courtesy of NASA



STS-128/17A Overview Timeline (13+1+2)
Launch: 28 AUG 28 00:30:00 GMT

in 2008 after a battle with pancreatic cancer. A former Indiana state senator and commander of the Indiana Wing's Legislative Squadron, he worked diligently to promote CAP in the Indiana General Assembly.

Kevin, an Air Force officer and pilot for 26 years before retiring as a colonel, was accepted into NASA's astronaut program in 2000. The August mission was his first aboard the space shuttle, and the experience was fantastic, he said.

The primary payload of the shuttle was the Multi-Purpose Logistics Module Leonardo, which contained a collection of experiments for studying the physics and chemistry of microgravity. Three spacewalks were carried out during the mission, which removed and replaced a materials-processing experiment outside the European Space Agency's Columbus module and returned an empty ammonia tank assembly.

Because both brothers were aviators, Kevin knew David would have been interested in every detail of the mission. "We would have spent all night talking about the ascent," Kevin said. "He'd sit with me and go over the checklist, and he'd really want to know all the details, what it looks like when the solid rocket boosters separate, what the Earth looked like from space, everything."

Although he couldn't tell his brother about the mission, he kept a photo of David, smiling at the controls of a space shuttle simulator, in his crew notebook aboard the shuttle.

As a member of the Indiana General Assembly, David worked to ensure that 99.8 percent of his fellow lawmakers were CAP legislative members. He also sponsored and successfully nurtured legislation providing employment protection for CAP volunteers engaged in emergency services activities, making it illegal to discipline state or local government employees

who are CAP members for taking part in those activities.

Earlier this year, David Ford was posthumously named the George Texido Legislative Officer of the Year — a special award given to the outstanding CAP government relations or legislative officer who has contributed most to the success of CAP through legislative efforts.

He was also posthumously awarded the President's Medal for Excellence by Indiana University, his alma mater, for his strong support of higher education and university research and for helping build the state's information technology infrastructure. Indiana University President Michael A. McRobbie called Ford "a great public servant and a true technology pioneer who helped lead this state into the digital age."

David was equally valued by his CAP colleagues in Indiana. "David Ford was a humble man who wanted to serve his country," said Indiana Wing Commander Col.

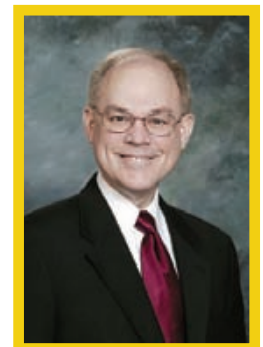
Warren M. Reeves. "David joined CAP as a legislative squadron member but quickly wanted to become more involved, so he transferred to the local squadron. Even with his busy legislative schedule, David always seemed to make the local squadron meetings. He took the time and made the commitment to learn and experience CAP.

"He was an advocate for all volunteers," Reeves said. ▲



Astronaut Kevin Ford is shown on the flight deck, flying Discovery around the International Space Station after undocking.

David Ford's legacy includes ensuring passage of legislation in Indiana that provides employment protection for CAP members involved in emergency services and setting an example that led to a 99.8 percent CAP legislative membership rate in the General Assembly.



CAP member and NASA astronaut Eric Boe to pilot space shuttle a second time

NASA has assigned a crew for its next space shuttle mission, which includes Air Force Col. Eric Boe as shuttle pilot.

Targeted to launch in September 2010, the eight-day mission, designated STS-133, will carry a pressurized logistics module to the International Space Station.

Boe, who piloted the shuttle to the space station for STS-126 in late 2008, retains his membership in Civil Air Patrol, crediting CAP for first sparking his interest in flight when he was a CAP cadet in Georgia. He is a staunch



Photo courtesy of NASA

supporter of CAP, serving as keynote speaker for the organization's annual conference in September.

For the 2010 mission, Boe will be joined by the mission commander, Air Force Col. Steven W. Lindsey, who will be making his fifth shuttle flight. Mission specialists will include veteran Air Force Col. Benjamin Alvin Drew Jr. and long-duration spaceflight

veterans Michael R. Barratt, a medical doctor; Army Col. Timothy L. Kopra; and Nicole P. Stott. ▲



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The ultimate multitasker:

CAP volunteer crusades against ALS while breaking a world record

By Kristi Carr

L Leave it to a Civil Air Patrol volunteer to simultaneously juggle piloting her beloved Mooney, raising money to combat a terrible disease and breaking a world record. Meet Capt. CarolAnn Garratt, who did it all.

It was her mother's 2002 death from amyotrophic lateral sclerosis (ALS), commonly called Lou Gehrig's disease, that led Garratt to fold her pilot's license and a 20-year-old world speed record into "Dash for a Cure," a flight designed to raise money for combating ALS.

Teaming with Carol Foy, a Texas pilot with a resume in speed racing who also has an ALS connection in her family, Garratt initially set a goal of raising \$1 million for ALS research and setting a new world record for circling the globe in a light single-engine aircraft.


Both Garratt and Foy brought a wealth of experience to this effort, with a combined 5,000-plus hours of flying, instructing and racing.

The plan

The women charted their "Dash for a Cure" flight to coincide with the most benign weather in the regions they planned to cross. They separated their journey into nine legs averaging between 2,600-3,300 nautical miles each, with stops scheduled for San Diego; Lihue, Hawaii; Guam; Thailand; Oman; Djibouti; Mali; and Cape Verde, with a final destination of Orlando, Fla.

Garratt always intended to fly her Mooney M20J in the "Dash for a Cure." She'd bought the plane in 2000 with the single-minded purpose of making frequent trips from her home in Florida to Virginia to see her mother, who was diagnosed with ALS in 1999.

"I love my Mooney," Garratt said. "It's the perfect plane for the type of flying I do



CarolAnn Garratt sports a lei around her neck and a gas hose in her hand as she refuels in Lihue on the Hawaiian island of Kauai.

Photo courtesy of Dennis Fujimoto

— long trips.” The plane is extremely fuel-efficient, she noted, while still being roomy. It carries 64 gallons of fuel in its wings, which can be increased to 100 gallons with Monroy tanks. For “Dash for a Cure,” extra fuel tanks replaced the plane’s two rear seats, giving the Mooney a total fuel capacity of 195 gallons.

The flight

It’s a good thing Garratt likes her plane, because she and Foy spent 158 hours in it. During the flight, the women took turns piloting. Wired about their adventure, Garratt said they at first found it hard to sleep when not at the controls. Most of the time, though, she said, “We were fully busy.” Besides flight checks, they kept a flight log, filed any necessary flight plans or revisions and spoke to and e-mailed their ground crew via satellite phone.

They wore red flight suits for stops in the U.S., but for foreign stops they wore traditional captains’ uniforms, each consisting of a white shirt with captain’s stripes on the shoulders and black pants. “The flight suits are far more comfortable,” Garratt said, “but internationally you’ll get much more respect if you are wearing the pilot’s uniform.”

At each stopover they exchanged trash for new supplies, including fresh water and fruit, if available. Their typical food intake per flight leg consisted of two pieces of fruit and two Power Crunch bars apiece. “It

gave us the fuel our bodies needed,” said Garratt, “but there’s no way I’m going to eat another power bar for a few years at least.”

Thanks to great weather conditions, they had no deviations from their original flight plans until Africa. There, they unknowingly departed their stop in Djibouti, on the eastern side of the continent, 30 gallons of fuel short. Fortunately, their ground crew located another fuel source at Ouagadougou

in Burkina Faso.

At the next stop in Cape Verde, they learned a cold front was moving toward Florida and decided to forgo four hours of hotel rest. They arrived in Orlando, their endpoint, one hour ahead of the stormy weather.

The world record

Garratt and Foy issued this statement: “We are now proud and happy to announce that the world record has been ratified by the Fédération Aéronautique

Internationale!” In the end, their new world speed record of 115 mph took eight days, 12 hours, 18 minutes and 53 seconds — the previous record flight, which averaged 54 mph, took 11 days — and was accomplished with relative ease, thanks to overall good



Photo courtesy of Yui

With ground time at a premium, Garratt, left, and Carol Foy still had time for a photo with Tadthai “Bo” Praichan, a member of the ground crew who got them through customs and immigration and coordinated maintenance at Chiang Mai, Thailand.



Photo courtesy of Chris Cooper

Media professionals arranged for satellite tracking of the flight on the Web, as well as press conferences on the ground, such as this one at Brown Field Municipal Airport in San Diego, where Garratt shared details of the trip’s first leg.

weather and in-depth planning.

The disease

Their other goal, battling ALS, is still a work in progress, as they remain short of the \$1 million they had hoped to raise. But with sales of books, a DVD and speaking engagements, total donations have topped \$230,000 and Garratt is still hopeful.

ALS remains a deadly foe, attacking motor neurons in the brain and spinal cord, striking both men and women at any age, of any ethnicity. More than 350,000 people worldwide — 30,000 of them in the U.S. — suffer from ALS, but to date there is no known cure. ALS claims 90 percent of its victims within five years.

“My mother’s ALS diagnosis certainly shocked our family,” Garratt acknowledged. “Our focus at first was to take care of her. Once she passed away, I looked for ways I could actually fight the disease.”

And fight it she has. “CarolAnn is one of our foremost fundraisers,” said Maureen Lister, chief operating officer of the ALS Therapy Development Institute, the world’s largest ALS research center and recipient of money raised by “Dash for a Cure.”

“She chose a unique way to raise money, plus I don’t think anyone else could have driven this project from conception to completion the way she has,” Lister said. “The time commitment she and Carol Foy made was incredible, far beyond what most volunteers do.”

Footnotes to a great adventure

Garratt said one thing she learned from this particular flight is that she won’t do it again: “It was much tougher physically than I’d thought.

“But I also learned if you set your mind to do something and plan it thoroughly, it will work out,” added Garratt, a message she said she intends to drive home with the CAP cadets she teaches at her home squadron, the Florida Wing’s Marion County Composite Squadron. ▲

Background: In San Diego, the first scheduled stop, the Mooney taxis to a waiting crowd at Brown Field. Photo courtesy of Chris Cooper

Learn more

On the Web:

For information about the flight, go to www.alsworldflight.com, where donations can be made online. For information on the ALS Therapy Development Institute, go to www.als.net.

From books:

“Upon Silver Wings II” documents CarolAnn Garratt’s journey; cost is \$30, including shipping and handling for shipments within the U.S. Both editions are sold at <https://dashforacure.alscommunity.org/GroupSite/tabid/54/view/Default/Default.aspx> or go to www.amazon.com.

Signed copies are available for a small additional fee from Garratt directly at cagarratt@att.net or 352-342-7182.

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Four CAP Aerospace Education Members Named Teachers in Space

By Mitzi Palmer

Since the fourth grade, Chantelle Rose knew she wanted to be an astronaut. However, she never had a teacher who inspired her to follow through with her dream of traveling into space.

"I didn't believe it was an attainable goal," said Rose, a high school teacher in a rural county in Ohio. "I never felt like I could do it, and I never had a teacher that encouraged me to go after it."

Today things are different. Rose is now part of a program called Teachers in Space that's changing the way students learn about space exploration. She and six other teachers, three of whom are CAP members, will soon travel in space and return to the classroom to inspire their students.

Introduced at the NewSpace 2009 Conference in July as the next generation of space explorers, the selected group of teachers has been named Pathfinder 7. The announcement came on the 40th anniversary of the Apollo 11 moon landing.

"They will be the first astronaut teachers to fly in space and return to the classroom, paving the way for hundreds to follow," said Edward Wright, project manager of the Teachers in Space program.

Chantelle Rose, left, retired Air Force Lt. Col. Steve Heck, James Kuhl and Maureen Adams examine models of the XCOR EZ-Rocket, the XCOR Rocket Racer, XCOR's future suborbital vehicle Lynx and the U.S. Air Force X-15.

Photo courtesy of Teachers in Space



The candidates are in the midst of comprehensive training to one day fly in a reusable, suborbital spacecraft under development by private companies. Four of these teachers — Maureen Louis Adams, James Kuhl, Rachael Manzer and Rose — are CAP aerospace education members, or AEMs.

Adams is an elementary school teacher and principal in Killeen, Texas. She established one of the first elementary robotics programs in the nation, has been a guest instructor at the U.S. Space Camp and has flown two weightless experiments in NASA aircraft. Her involvement in CAP began in 2002. Adams says the resources available for aerospace education are what led her to join the organization.

Kuhl teaches sixth-grade earth science in Syracuse, N.Y. He applied for the original NASA Teachers in Space program in 1985 as well as the Educator Astronaut program, in which he was a finalist in 2004. A recipient of the Presidential Award for Excellence in Math and Science Education and the 1991 Technology Club of Syracuse's Outstanding Teacher of the Year Award, he also serves on the Science Teachers Association of New York State Board of Directors. Kuhl joined CAP as an educator in 2007 to learn more about inspiring children about aeronautics and aerospace.

Manzer is a district science coach in Connecticut's Suffield School District, where she teaches and models science lessons for K-12 classrooms. A former NASA distance learning educator, Manzer was a finalist for the NASA Educator Astronaut program in 2004 and is president-elect of the Connecticut Science Teachers Association. Her interest in CAP began about 13 years ago when CAP representatives presented at a NASA education workshop she was attending.

Rose is a science teacher at Graham High School in St. Paris, Ohio. Named the Ohio Teacher of the Year in 2006 by the Air Force Association, the Ohio Earth Science Teacher in 2007 by the National Association of Geoscience Teachers and the Aerospace Teacher of the Year in 2008 by the Scott Crossfield Foundation, she was also a finalist for the NASA Education Astronaut program in 2004. Rose has been a member of CAP since 2002; her students have received the CAP Excellence in Aerospace Education Award every year from 2002 to 2009.

The rest of the Pathfinder 7 crew includes Stephen



James Kuhl sits in the cockpit of the 747 used to transport the space shuttle from NASA's Dryden Flight Research Center at Edwards Air Force Base to Kennedy Space Center.

Heck of Cincinnati, Lanette Oliver of San Antonio and Robert "Mike" Schmidt of Tucson, Ariz.

Wright says the program's long-term goal is to fly 200 teachers a year. "We want to make teachers heroes in space and heroes in the classroom," he said.



Rachael Manzer poses in her flight suit.

Training for Space

To train for the space expedition, the astronaut teachers recently toured facilities at NASA Dryden Flight Research Center, NASA Ames Research Center, Edwards Air Force Base and the Mojave Air and Space Port, all in California. They have also completed high-gravity and zero-gravity aircraft flights.

"The training has been an amazing, unbelievable experience," Rose said of the glider and stunt plane air training. "I can only imagine what will happen to the aviation world once the Teachers in Space program begins to fly many more teachers. The excitement and



Chantelle Rose prepares to fly a stunt mission in the Extra 300.



Maureen Adams gears up for a Teachers in Space training flight.

About Teachers in Space

A nonprofit organization, Teachers in Space began as a government project in 1984 after President Ronald Reagan announced he was directing NASA to begin a search for a teacher to become the first citizen passenger in the space program's history. More than 11,000 teachers responded to the search, and in July 1985 NASA chose Christa McAuliffe of New Hampshire to be the first teacher in space, with Idaho educator Barbara Morgan serving as her backup. McAuliffe, however, died with the other six Challenger crew members Jan. 28, 1986, in the worst disaster in the nation's space history to date.

More information about Teachers in Space can be found at www.teachers-in-space.org.

CAP's AEM Program

Civil Air Patrol offers a special category of membership to America's K-12 teachers in an effort to perpetuate the aerospace education mission and share potential aerospace and science, technology, engineering and math (STEM)-related career options with today's young people. Aerospace Education Member (AEM) benefits include more than 20 national standards-based aerospace curricula resources, to include a full-color, 675-page textbook; grants and awards programs; professional development opportunities; and teacher orientation airplane flights. Interested teachers may join for \$35 online. For more information about the aerospace education programs of CAP and AEM information for teachers, go to www.capmembers.com/ae.

enthusiasm will be shared and passed on to many.”

Suborbital spaceflights are expected to begin in the next two to four years. The flights have been donated by or purchased from five private suborbital companies. Unlike spacecraft used by the International Space Station, the new vehicles will be fully reusable.

Wright says these suborbital vehicles promise dramatic improvements in the cost and safety of human spaceflight. “Like the Wright Flyer or the first microcomputers, these vehicles will evolve to higher performance levels and transform the entire space transportation industry.”

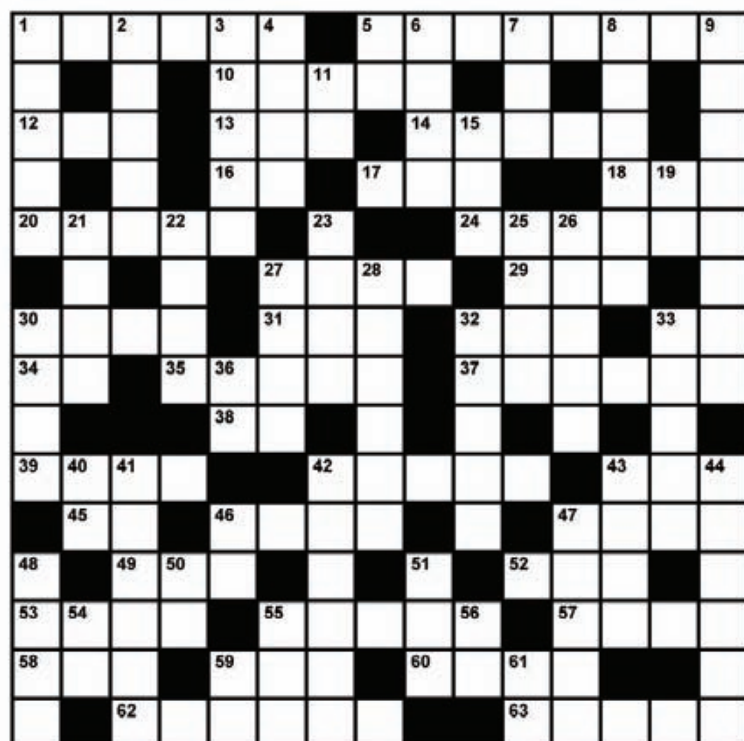
The Pathfinders will receive additional training this fall and help develop the training curriculum for future Teachers in Space candidates.

For Kuhl, the training has been a dream come true. “I can’t wait to see what they have for us next,” he said. ▲

Civil Air Patrol Crossword

Crossword by Myles Mellor
www.themecrosswords.com

Answers on page 52



Down

1. Structural features
2. New Mexico's state flower
3. National Conference on Aviation and Space Education, abbr.
4. Speaker's spot
5. Compass point
6. Airport times
7. By way of
8. Civil War weapon
9. Composite ___, a group comprised of both senior and cadet members conducting both the senior and cadet programs
11. Med. expert
15. Engine need
19. __ Havilland
21. Mountain
22. A publication announcing procedures and guidance for performing standard tasks, abbr.
23. Musical closing
25. Shamu, for example
26. Starbucks order
27. CAPF part
28. Disaster follower?
30. A publication which announces policies, directs action and prescribes standards
32. This training course instructs members how to handle sensitive information concerning missions, capabilities and partner agencies
33. Chocolate source
36. Operation, for short
40. Internet address
41. ___ Member, aka Officer
42. A person of Spanish-speaking descent
43. Cat call
44. These are designed to introduce cadets to general aviation through hands-on orientation flights in single aircraft and gliders
46. Hesitant expression
47. An organizational entity that will usually have a minimum of five squadrons placed under its control
48. This is a required element of the Level One cadet orientation course
50. Either's partner
51. Lifetime
54. Mena locale
55. Chinese dynasty
56. Greensboro locale
59. Movie rating
61. E-mail subject line intro

Across

1. Above's partner?
5. Emergency ___, one of three missions of Civil Air Patrol
10. A Civil Air Patrol member between the ages of 12 and 21
12. Large media network
13. CAP's milieu?
14. Once more
16. Ship initials
17. George Washington's dream
18. Agreement that is necessary before a member can access sensitive information or participate on certain missions
20. Aero ___ Education, one of the three missions of Civil Air Patrol
24. Flew alone
27. ___ 5, a colloquial term referring to a check ride taken to gain privileges to fly as pilot-in-command of CAP aircraft
29. Sprinted
30. An informative "how-to" type publication that may include techniques for implementing CAP policies
31. "The Star-Spangled Banner," for example
32. Columbus Day mo.
33. ___ pilot
34. State where air transport is often the only transport
35. ___ leadership, one of the five elements of the Cadet Program
37. Supporter
38. Nighttime
39. Danger
42. ___ I, an orientation to the Civil Air Patrol
43. Cow sound
45. Exercise class
46. A military division
47. Landing material?
49. ___ de plume
52. To's partner
53. Matched set
55. There are 52 of these in CAP
57. Indebted
58. Expert
59. Writing instrument
60. Beige shade
62. Geographically divided area
63. Heroic tales

State of the Organization:

The health of CAP



Photo by Susan Robertson, CAP National Headquarters

Voting members of the National Board include commanders of CAP's 52 wings and eight regions, along with the national officers for finance and legal, as well as the controller, chief of staff, commander and vice commander.

By Kristi Carr

Members of Civil Air Patrol want to know. Congressmen who vote on funding for CAP want to know.

Maj. Gen. Amy S. Courter, CAP's national commander, joined by Don Rowland, CAP's executive director,

and Col. William Ward, CAP-U.S. Air Force commander, presented a full report on CAP during the 2009 National Board meeting held in early September in San Antonio.

An overview of their combined presentations follows:

Assets

Members are CAP's most important assets. But with the economy in trouble, membership is apt to decline as

individuals find it harder to pay dues, leave work for CAP assignments or invest in CAP activities. Despite such grim expectations, CAP membership enjoyed a substantial increase last year, up 6.5 percent to a total just shy of 58,000 members. That breaks down into 34,736 senior members and 23,233 cadets.

In addition to its human resources, other CAP assets include 550 aircraft and 55 gliders, 915 vehicles, 4,575 mobile radios, 2,000 fixed land radios and 14,100 portable communications devices. Eight months into 2009, CAP had purchased 19 new aircraft and 38 new vehicles, continued investing in communications equipment and added 325 computers.



Photos by Col. John Swain, CAP National Headquarters

Its volunteer members — including these Maryland Wing cadets — are CAP's most treasured assets.

Safety

If members are CAP's most important assets, then keeping them safe is paramount. While CAP traditionally has a low accident rate, year-to-date studies find that rate creeping up from 2.84 to 3.34 accidents per 100,000 flying hours. While this rate is better than the general aviation average, CAP's goal is to lead the way with the best safety record of all.

"We need to be the resource of choice for our partners," Courter emphasized, adding that CAP's goal is a zero accident rate. She also aims for zero aircraft maintenance issues found during preflight inspections. Education, setting standards and holding ourselves and each other accountable to our standards are the keys to success, she said.

Emergency Services

In addition to increasing orientation flights for CAP cadets and Air Force ROTC cadets, CAP is seeing its traditional missions of search and rescue transformed

into more homeland security duties: Search and rescue missions are down 29 percent, while homeland security missions are up 45 percent. Thankfully, and because of technological advances, fewer hours are now invested searching for lost people or victims of accidents, freeing CAP volunteers to perform increasing homeland security missions that benefit our nation.

Aerospace Education

2009 finds CAP's aerospace education program strong and growing. In fact, since 2007, the number of aerospace education members has increased 150 percent, and those teachers work with more than 70,000 students each year.

Cadet Programs

In the spring, cadet achievement tests will be available online, the first two volumes of "Learn to Lead" textbooks will be published and a guide for establishing CAP cadet squadrons at middle and high schools will be

distributed. Already in place are a cadet blog accessible through CAP's Web site, and CyberPatriot, a computer simulation competition where teams of cadets vie to defend cyberspace.

Professional Development

A new CAP Officer Basic Course will be ready for enrollment at the end of this calendar year, a core building block of CAP's adult member development. Answers to CAP questions are just a click away with CAP Knowledgebase, averaging 8,500 hits each week. CAP is also training staff and building content for its Learning Management System; the first topics to go online will be safety, logistics and inspections.

Finance

With a bill pending that would increase CAP's role in homeland security and armed with its first unqualified audit as proof of financial prudence, Rowland believes CAP has reason to be hopeful Congress will support an adequate budget baseline of \$26.8 million in appropriated funds in 2010.

CAP is seeing financial dividends with the consolidated maintenance program. The program improves quality while delivering savings with volume discounts and standardized maintenance costs.

CAP is also being cost-effective by refurbishing planes when possible. One Cessna 182 has already been refurbished, with plans to tackle five Cessna 172s. Cessna 182 refurbishment costs run about \$100,000, while a new aircraft costs nearly five times that amount.

A major set of initiatives in logistics is evidenced by a new inventory system that replaces multiple systems that are in place today. This inventory system will eliminate paper record-keeping and automatically depreciate equipment while making it easier to track CAP property and know when to replace it.

Public Affairs

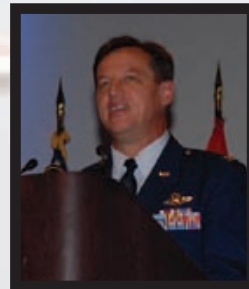
A new CAP Web site, www.gocivilairpatrol.com, includes internal sites for members, which can also be accessed directly at www.capmembers.com or



Maj. Gen. Amy S. Courter, CAP national commander



Don Rowland, CAP executive director



Col. William Ward, CAP-U.S. Air Force commander

Photos by Susan Robertson,
CAP National Headquarters

www.capcadets.com. Meanwhile, a new online news and information section, www.capvolunteernow.com, offers features plus local unit news in a lively multimedia format. Not only are these sites appealing for members, but as Rowland noted, "Our new Web sites are good for recruiting."

National Headquarters Renovation

The renovation of this historic building, once a base hospital, will give it a new floor plan, wiring, plumbing and insulation. The project is on schedule and staff is expected to reoccupy the space in early 2010. The Air Force allocated more than \$5 million for the renovation. The renovated space will include a new "heritage center," designed and coordinated by CAP historians, which will display important CAP documents and artifacts and include a conference area.

Holm Center Realignment

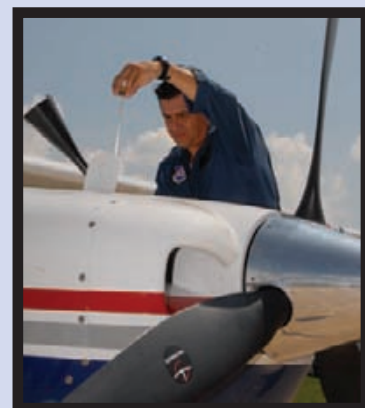
Ward reiterated the benefits of CAP's organizational realignment under Air University's Holm Center for Officer Accessions and Citizenship Development, a move that will facilitate partnering in curricula development, allow cadets from both CAP and Air Force Junior ROTC to attend one another's encampments, give CAP access to Holm Center facilities and afford CAP routine advocacy of an Air Force brigadier general. "Of course," he added, "it doesn't hurt that Holm Center Commander Brig. Gen. Teresa A.H. Djuric is the mom to a CAP cadet!"



So, how is CAP doing? Courter, Rowland and Ward see a robust, healthy and growing organization. While there are challenges to be met, they are not insurmountable, and the team actively seeks and welcomes opportunities that will make this strong organization even stronger. ▲

Left: As part of Aerospace Connections in Education, a CAP program for K-6 students, San Jose Catholic School students in Jacksonville, Fla., get a tour of the U.S. Navy's HSL-46 Squadron Seahawk helicopter.

Right: The consolidated maintenance program is a win-win initiative. Besides saving the organization money, it means better maintenance, which translates into better safety. Here, Capt. Israel Perez of the Oklahoma Wing adds oil to a CAP plane prior to flying in response to 2008's Hurricane Ike in Texas.



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Tuskegee Airmen Visit Troops in Combat Zone

By Lenore Vickrey



Photos courtesy of U.S. Air Force

Civil Air Patrol member George Boyd, a retired U.S. Air Force major, right, joined 9th Air Force Commander Lt. Gen. Gary North, center, and three other Tuskegee Airmen — former Air Force Staff Sgt. Phillip Broome and retired Air Force Lt. Cols. Alexander Jefferson and James Warren — for the trip.

Longtime CAP member Col. George Boyd, one of the original Tuskegee Airmen, was among a contingent from that legendary group who earlier this year visited deployed service men and women serving in Iraq, Qatar and Kuwait.

“It was my privilege, pleasure and honor to join three other original Tuskegee Airmen to visit our American military and civilian personnel of all services,” said Boyd, a retired Air Force major from Wichita, Kan. It was the first trip to the Middle East for



A Navy photographer took this shot from a helicopter of the 332nd Air Expeditionary Wing at Joint Base Balad, Iraq, with the Tuskegee Airmen positioned in front of the color guard. The wing's lineage is linked to the 332nd Fighter Group, led by the Tuskegee Airmen in World War II.

Boyd, who served in the Air Force 28 years. He was one of the now-famous Tuskegee Airmen, a specially trained group of African-Americans who, with their support personnel, wanted to fight and fly in the Army Air Corps during World War II.

"I was honored to share World War II history and visit with our young warriors in the Area of Responsibility," Boyd said. "I talked to them in private and informally, and their morale was good. There was a lot of camaraderie.

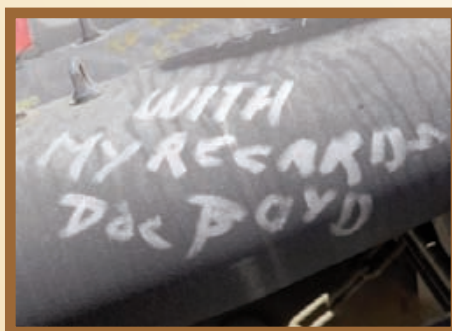
"Their biggest comment was that they rotate in and out of the theater too frequently," said Boyd. "But that hasn't changed since the beginning of mankind."

Boyd and three other Tuskegee Airmen, escorted by Lt. Gen. Gary North, 9th Air Force commander, spent a week visiting with some 6,000 military personnel in the Army, Navy, Air Force and civilian ranks. They participated in panel discussions, conducted seminars, signed autographs and flew in C-17 and C-130 transport aircraft. While visiting the 379th Air Expeditionary Wing at Al Udeid Air Base, Qatar, Boyd even personally inscribed a bomb to be dropped on the enemy by a B-1 bomber, "With My Regards, Doc Boyd."

The experience was inspirational for all involved. "These men and women warriors and civilians are doing an outstanding job under adverse battle conditions while in harm's way," Boyd said. "They are dedicated to our nation, their mission, their commanders, their fellow

service persons, their military skills, their families and their faith. It was an honor to visit with them. I believe our nation is in good hands."

Others in the party were retired Air Force Lt. Gen. Russell Davis, president of Tuskegee Airmen Inc.; former Air Force Staff Sgt. Phillip W. Broome; and retired Air Force Lt. Cols. Alexander Jefferson and James C. Warren.



Boyd inscribed a bomb to be dropped by a B-1 bomber, "With My Regards, Doc Boyd," during a visit to Al Udeid Air Base, Qatar.

Especially meaningful was the group's visit to the 332nd Air Expeditionary Wing at Joint Base Balad, Iraq, 42 miles from Baghdad. The military lineage of this wing can be traced back to the 332nd Fighter Group, led by the Tuskegee Airmen in World War II. The Fighter Group is known for flying more than 15,000

missions with 261 aerial victories, as well as for facing adversity and hardship in an era of racial segregation and discrimination.

Boyd is particularly fond of an aerial photo taken of his group and the wing members in formation, forming

the numerals “332,” a souvenir of the group’s trip. “We were there celebrating the 332nd Fighter Wing,” he said. “At the bottom of the photo you can see the Tuskegee Airmen right in front of the color guard.” A Navy photographer took the photo from a helicopter.

Wing members were glad the Airmen made the visit, according to articles published in the U.S. Air Force *AIM Points* newsletter. “It’s an honor to carry on the Tuskegee legacy because they were such a great group of men,” said Capt. Jeannie Berry, 332nd Expeditionary Medical Operations Support Squadron trauma nurse. “The wing should be proud to be called Tuskegee Airmen. We need to continue doing the good work that we’ve been doing and continue their legend.”

While there, Boyd encouraged the service members to continue their education. “Most of the troops will never see the enemy,” he said. “When they are not working their duty shifts, they have a lot of downtime, and I suggested that they use this to meet their educational requirements. When they get back home, they’ll need to be competitive in the workplace.”

Boyd himself earned a master’s degree while on active duty. “And not only that, I didn’t miss any parties,” he added with a laugh. His audience appreciated that remark, he said.

Touring the various bases was “a wonderful opportunity to meet our people,” Boyd said. “We weren’t coached or told anything to say. People knew we had credibility because we’d been in combat.”

During the group’s visit to Ali Base in Iraq, they learned about the MQ-1 Predator Unmanned Aerial Systems, received a mission briefing and viewed a memorial wall and murals painted by Ali airmen.

Boyd says his CAP experience was a factor in launching his Air Force career. He joined CAP after being in the Boy Scouts and learning “to drill real well. I became a drill sergeant and was used to train new cadets in North Bergen County, N.J.”

When he entered the Army Air Corps, his drill skills qualified him to be a flight marcher at basic training. “So, CAP helped me get started,” he said.

Boyd, who is in the CAP National Headquarters Squadron, was the Kansas Wing commander for four

years and national controller for one. He also volunteers under the Kansas adjutant general as assistant director of the Kansas Department of Civil Air Patrol.

Like his fellow Tuskegee Airmen, Boyd is proud of our military men and women and was honored to make the trip. “I thank you from the folks back home because they love you,” he told service personnel at the Ali Base. “They support you and are dedicated to your service.” ▲



Hello from Iraq

U.S. Air Force and Civil Air Patrol personnel gathered for an Air Force Flying Training meeting in Kirkuk, attended by more than 50 flying training stakeholders from across Iraq. From left are Lt. Col. Robert “Gus” Coleman, Air Force standardization officer, 521st Air Expeditionary Advisory Squadron (AEAS) at Kirkuk and a member of the Florida Wing’s Emerald Coast Senior Squadron; Arnie Andresen, senior academic instructor, Iraqi Flying Training School at Kirkuk, former Pennsylvania Wing director of operations and a member of the North Carolina Wing’s Asheville Composite Squadron; Lt. Col. Doug Goodlin, Air First 721st AEAS director of operations and Civil Air Patrol-U.S. Air Force (CAP-USAF) director of operations; James Clark, simulator instructor pilot for the Iraqi Flight Training Squadron and former CAP-USAF standardization and evaluation staff member; and Maj. Nicholas Kootsikis, 521st AEAS director of training and CAP-USAF Middle East Liaison Region director of training.



Photo courtesy of AFP 2007

Meinhardt Raabe, right, joined some of the other Munchkins, thought to be the only surviving actors from the 1939 movie classic, "The Wizard of Oz," in 2007 for the unveiling of their star on the Hollywood Walk of Fame.

By Maj. Steven Solomon

CAP's smallest WW II pilot

spoke with authority as a ground instructor as well as on the big screen

He is described as the only surviving cast member with a significant part in "The Wizard of Oz," and he still receives fan mail from across the country and around the world. But that's not what has brought a visitor to the Penney Retirement Community in northeast Florida to talk to him.

Meinhardt Raabe (RAH'-bee), the actor who portrayed the coroner in Munchkinland, joined Civil Air Patrol in World War II as a pilot and ground instructor, and he is only too happy to

talk about these five years of his life.

HEIGHT NO OBSTACLE TO FLIGHT

"I was 2 inches short for what the requirement was to go into the Air Force to fly the big boys," the 4-foot-7-inch Raabe said just a couple of weeks before his 94th birthday. "So, I joined Civil Air Patrol." He'd heard about CAP from his flight instructor when he was taking flying lessons.

He learned to fly on grass fields and loved when it snowed and the airplanes were fitted with skis. He flew missions every weekend he could for the Michigan Wing and later, after he relocated, for the Illinois Wing in the Chicago area. The airplanes he piloted, all single-engine two-seaters, were made by Taylorcraft, Aircoupe and Piper.

"Over the course of years, I flew everything they made at that time," Raabe said. "Fortunately, I never had a bang-bang experience," he said, referring to CAP pilots who tangled with Nazi submarines and were sometimes fired upon for their efforts.

The CAP missions he flew were for the Coast Guard and Fire Service, whose own pilots, he said, were called into military service. His patrols took him over a new military dock that would've been used if the Great Lakes' locks were damaged, and he also looked for dangerous woodland fires.

A MAN OF MANY TALENTS

"During that time I was working for a meatpacking company, doing their public relations," Raabe said, explaining that for more than 30 years he did everything from serve as navigator in the original two-seat Oscar Mayer Wiernmobile to act as company spokesman Little Oscar, World's Smallest Chef.

Background: Raabe declared the witch was "most sincerely dead!"

He recalled that, in the part of the country where he lived, people

would ice fish in the winter, and that one year there were several fishermen shacks on an ice flow that broke off and began to float away. He wasn't on duty when it occurred, but a friend of his brought the fishermen back one at a time in his two-seater airplane.

"That was the most exciting thing that happened at the time," Raabe said.

When not flying CAP missions, Raabe was a navigation and meteorology ground instructor.

"Many of the people in CAP were hoping, or should I say anticipating, being called into full service," Raabe said, explaining that many of his students entered the military more knowledgeable because of his presentations.

All of this happened, of course, after Raabe got his famous part in "The Wizard of Oz," which he said opened doors for him.

TRAVELING THE YELLOW BRICK ROAD

"I heard that MGM was intending to make a movie,

that an author named Frank Baum had written a book called 'The Land of Oz' populated by little people. It was a visionary type of movie. I got a part in the picture," Raabe said, crediting his familiarity with phonics and his clear diction for convincing the director to hire him instead of any of the five others who auditioned.

"I was the only one the director could understand," he said, laughing.

His only lines, later dubbed over like most of the other Munchkin parts, took up less

than 15 seconds of film time:

*As coroner, I must aver
I thoroughly examined her
And she's not only merely dead
She's really, most sincerely dead!*

"I was 2 inches short for what the requirement was to go into the Air Force to fly the big boys, so I joined Civil Air Patrol."

— Meinhardt Raabe



Photo by Maj. Steven Solomon, Southeast Region

Raabe, 94, talks about his experiences as a CAP pilot during World War II.

FINDING NEW HORIZONS

"When I went to high school the big guys poked fun at me," he said. "The challenge was to let them know little people are not a zero quantity. So instead of being a football player, I made my living by public speaking."

Indeed he did, traveling to 62 theaters across the country as a pitchman for the opening of "The Wizard of Oz," noting that he is "known internationally by my role in that picture."

And along the way, Raabe also earned his bachelor's degree in accounting, recalling that the governor actually picked him up at his graduation commencement at the University of Wisconsin. And when no company would hire him at first because of his size, he later earned an MBA.

After reaching mandatory retirement age with Oscar Mayer, where he had appeared in all the company's TV commercials for three decades, Raabe had a second

career in Philadelphia teaching German and filling in as a teacher's aide on other subjects such as math. He retired again at age 70.

On Amazon.com, his 2005 autobiography, "Memories of a Munchkin: An Illustrated Walk Down the Yellow Brick Road," ranges in cost from \$4.60 for a used copy to \$180 for a signed collectible.

IF THERE'S A WILL, THERE'S A WAY

In 2007, Raabe appeared with six other surviving Munchkin actors for the unveiling of a Hollywood Star for "The Wizard of Oz" Munchkins on the Hollywood Walk of Fame. But what he reveals about himself that makes him most proud is not surprising:

"I was never called into service, so I can't claim to be a veteran. But I wound up being the smallest licensed pilot in uniform for CAP," Raabe said, noting that only adults served in CAP at that time. "So I used a Boy Scout uniform and just put on the CAP insignia." ▲



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“We have survivors!”

Incredible CAP rescue detailed in new museum exhibit



Photo by Capt. Scott Orr, Colorado Wing

Survivor Matt Kotts, left, presents Capt. Ed O'Brien with the remnants of his baby stroller, recovered from the Flight 217 crash scene, for display in the Wings Over the Rockies Air and Space Museum.

By Capt. Scott Orr

On a cold, snowy December night in 1978 a commuter plane took off from the Steamboat Springs, Colo., airport bound for Denver. The flight should have been like hundreds of hour-long hops flown by Rocky Mountain Airways, but this one — Flight 217, with 22 people aboard — never reached its destination.

The crew of the deHavilland DHC-6 Twin Otter encountered severe icing conditions and, with the

airplane losing altitude, they turned back. The icing grew so heavy that the heated cockpit windshield, too hot even to touch, became glazed over. By now, the Twin Otter was even lower than the crew believed.

Without warning, the plane struck a tall high-tension power line, then cartwheeled into the deep snow on remote Buffalo Pass, elevation 11,000 feet, where winds howled and the temperature was well below zero.

That might have been the end of the story for the

passengers and crew of Flight 217 were it not for the efforts of a Civil Air Patrol ground team led by Don Niekerk and Jerry Alsum. The two young men located the wreckage and were able to direct rescue crews to it. Twenty of the 22 victims survived.

In 2007, the story of the crash came to the attention of Capt. Ed O'Brien, historian for the Denver-area Black Sheep Senior Squadron, and he began to research CAP's role in the rescue. Along the way, O'Brien, who describes himself as a storyteller, began to realize great stories of heroism and survival lay within the details of the crash.

O'Brien set about creating a museum exhibit that would explain to the public what happened to Flight 217 and to honor not only those who lost their lives but also the CAP members who saved so many others. The effort included an expedition to the site in 2008, 30 years after the fact, during which members of the Thompson Valley Composite and Black Sheep Senior squadrons recovered artifacts from the crash, including a large portion of the Twin Otter's horizontal stabilizer.

In 2009, 15 months after O'Brien began his research, dozens of guests — including rescuers, victims, families and news media — met at the Wings Over the Rockies Air and Space Museum in Denver for the unveiling of the exhibit memorializing this, the Civil Air Patrol's biggest single-mission save. Some victims hadn't seen each other since that frigid winter night in 1978, and most hadn't seen the rescuers since then, either. They gathered to view the display and to add their own personal mementos to it.

A key character in the Flight 217 story has always been Matt Kotts, who was an 8-month-old infant aboard the flight.

Unrestrained and protected only by his snowsuit, he was tossed around the cabin on impact but survived. After the crash, his mother was unconscious, so another passenger, Maureen Smith, took care of him.

Kotts and Smith had never seen each other after the crash, but they were finally reunited at the unveiling. "You kept me warm all night," Smith laughed.

Kotts, now a flight instructor in Steamboat Springs, brought the rusted, mangled remains of his baby stroller to be placed in the exhibit.

LuAnn Mercer was on the way to her wedding in Florida (and on her first airplane flight) with her fiancé, Jeff, when the plane crashed. Her wedding dress became a critical survival item, as another passenger used it to plug a hole in the fuselage to keep warmth in and the fierce winds out of the cabin.

The couple had never met the CAP ground team that rescued them until they attended the museum event. There Mercer presented the wedding dress, which she'd never worn, to O'Brien for display.

"Every year, we celebrate it (the incident date) like

"If you know the story of Flight 217, you know one of the great stories of emergency services in the United States. There isn't one story that is much better than this one."

— Capt. Ed O'Brien,
Colorado Wing Heritage Project leader



Dec. 5, 1978, 0830 MST: Follow-up rescue teams load an injured Flight 217 passenger onto a Sno-Cat for transport off Buffalo Pass.

Photo courtesy of Rod Hanna, Steamboat Springs Pilot

Civil Air Patrol Capt. Steve Steinberger, left, briefs reporter Chris Vanderveen of NBC affiliate KUSA-TV in Denver during a reunion of Rocky Mountain Airways Flight 217 survivors and rescuers at the Wings Over the Rockies Air and Space Museum. Steinberger is pointing to the deHavilland DHC-6 Twin Otter horizontal stabilizer that carries the crease and scars of not only the Flight 217 crash but also the impact with the 230,000-volt high-tension line the commuter plane hit. The horizontal stabilizer and other Flight 217 artifacts — including a baby stroller and a wedding dress — are on display at the museum.



Photo by Capt. Scott Orr, Colorado Wing

our anniversary,” said Jeff Mercer.

When the plane crashed, Don Niekerk and Jerry Alsum, neither yet 20 years old at the time, established roughly where they thought the downed plane might be, but the snow was too deep for four-wheel-drive trucks or even snowmobiles.

“I wished we had a Sno-Cat,” Alsum recalled, “and then, along comes one,” being hauled on a truck. The pair asked the driver to give them a ride on it. After several frustrating wrong turns in the dark, they heard screaming and found the scene.

The radio message, “We have survivors!” let Alsum’s father, Jim, back at mission base, know they’d been successful in their search.

For their efforts, Niekerk and Jerry Alsum were each awarded Civil Air Patrol’s Silver Medal of Valor, the highest decoration for CAP members. The Medal of Valor recognizes “distinguished and conspicuous heroic action at the risk of life above and beyond the call of normal duty.”

The pair handed their decorations over to O’Brien for inclusion in the exhibit.

Twenty people survived a night in 1978 in the harshest conditions imaginable, thanks to the efforts of a Civil Air Patrol ground team that relied on experience, knowledge of the area and available resources to find the downed airplane in a remote location. The ground team members call it a miracle.

Background: Thanks to the diligent efforts of a CAP ground team and other rescuers, 20 people survived the 1978 crash of flight 217.

Photo courtesy of Rod Hanna, Steamboat Springs Pilot

“If you know the story of Flight 217, you know one of the great stories of emergency services in the United States,” O’Brien, who now heads up the Colorado Wing Heritage Project, told the crowd. “There isn’t one story that is much better than this one.” ▲

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Puerto Rico Wing Cadet Puts Skills to Use Receives Two Lifesaving Awards

By Maj. Steven Solomon

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While very few senior members ever earn a certificate of recognition for lifesaving during their entire Civil Air Patrol careers, it is even rarer for a cadet to do so. For Cadet 2nd Lt. Luis Y. Rivera of Puerto Rico Wing's Mayaguez Cadet Squadron, it's even more impressive.

He's earned TWO!

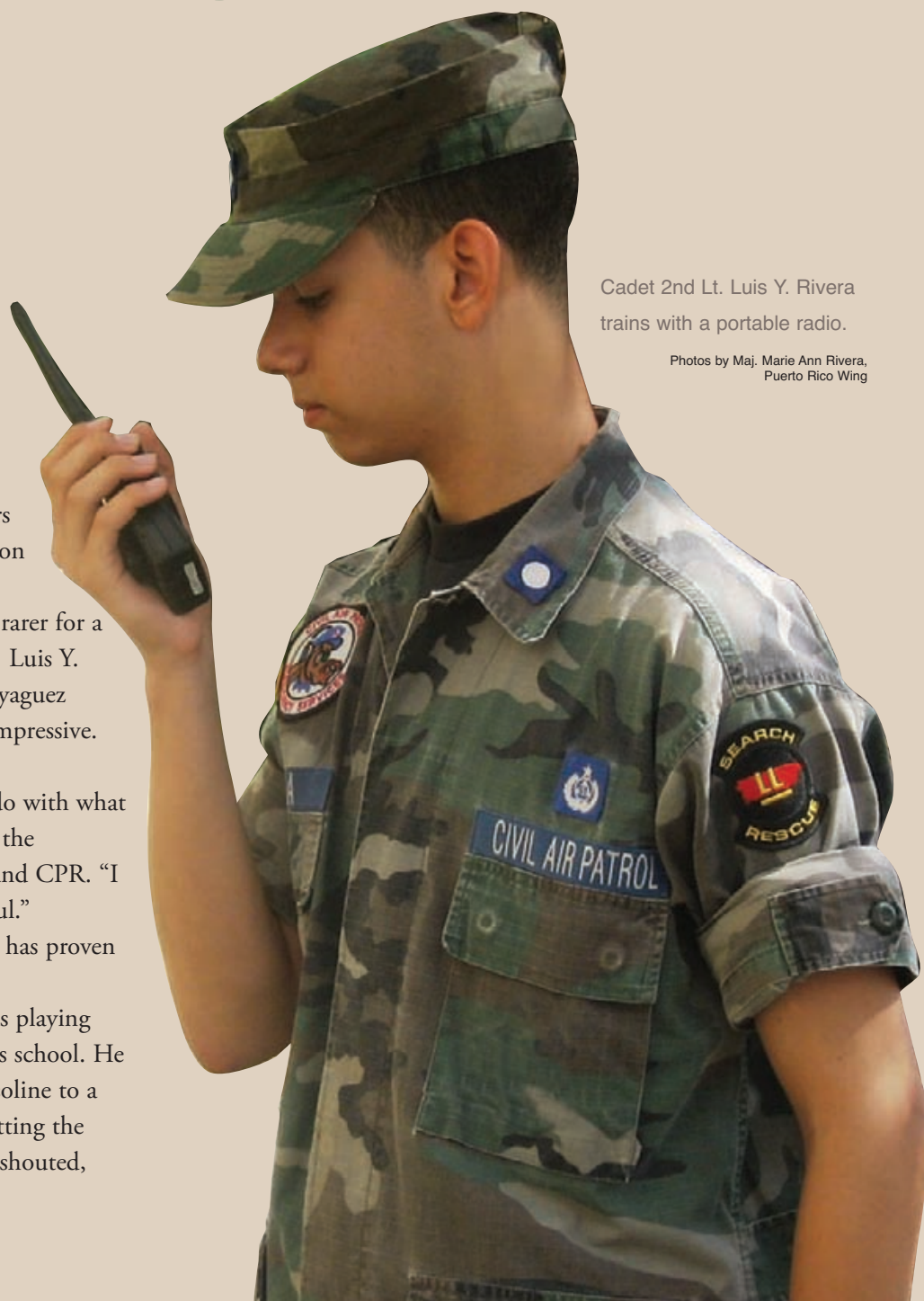
"I feel proud of what I could do with what I learned," Rivera, 16, said about the importance of knowing first aid and CPR. "I always thought it would be helpful."

In Rivera's case, his knowledge has proven crucial in two situations.

The first occurred when he was playing basketball during lunchtime at his school. He saw a man take a container of gasoline to a lawnmower in preparation for cutting the school's grass, and then someone shouted,

Cadet 2nd Lt. Luis Y. Rivera
trains with a portable radio.

Photos by Maj. Marie Ann Rivera,
Puerto Rico Wing



“Look! Look!” as the man accidentally set himself on fire.

“I went running, because I thought maybe I could help him,” Rivera said. He used the drop and roll fire safety technique to push the man to the ground and roll him to try to extinguish the flames by depriving them of oxygen.

Rivera doused the fire with water from a hose and told his friends to set up a perimeter while he covered the man with damp blankets supplied by a neighbor.

Then he called an ambulance.

“I told them I was a student and had a man burning in flames,” Rivera said, recalling the urgency of the call. He talked to the man to keep him conscious until the ambulance arrived five minutes later.

Rivera’s second save happened on a school field trip to Old San Juan.

“We were having fun, and then I noticed a friend, who never told me he was asthmatic, was pale and then still,” Rivera said. “I asked what happened, and he told me he didn’t feel well.”

A teacher who was on the bus described what happened next.

“Without losing a moment, Luis administered first aid. He indicated how to hold his head and attempted to tell him how to breathe.”

Indeed, Rivera jumped into action, making his friend raise his arms to help him breathe more easily. And as the bus driver raced to the nearest hospital emergency room, Rivera covered the teenager with a coat to keep him warm. At the hospital, Rivera got his friend into a wheelchair and told the doctor what happened.

“They gave him oxygen and the pump for asthma,” Rivera said matter-of-factly.

But Rivera’s actions weren’t routine for his teacher or classmates.

“When we boarded the bus all of the young people applauded his good actions and congratulated Luis. Luis saved the life of his companion and friend,” his teacher

wrote in her report of the incident.

Rivera was officially honored for his heroic efforts by his squadron commander, Maj. Marie Ann Rivera (no relation to the cadet), with a pair of Civil Air Patrol Lifesaving Awards during a commander’s call meeting attended by his parents and group commander.

Rivera, a CAP communications ground team member who handles the radio when on a mission, wants to join the Army when he turns 17.

“CAP was founded Dec. 1, and my birthday is Dec. 1,” he said, hoping that the coincidence will bring him good luck.

Two Puerto Ricans who owe their lives to him might agree that it already has. ▲



Rivera’s CAP training recently helped him earn two lifesaving awards.



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CAP members aid flood-stricken Tennessee and Georgia

By Maj. Steven Solomon

Tennessee's Chattanooga Metropolitan Airport remained open, though floodwaters shut down several roads in the area, limiting access.

Photo by 2nd Lt. W. Deming Gray, Tennessee Wing

Sometimes, disaster planning has to be put on hold when a real emergency takes priority. That's what happened in September, when several days of steady rain — up to 22 inches eventually fell in some parts — brought together members of the Tennessee and Georgia wings, each working independently to establish formal cooperation agreements, or memorandums of agreement, with their local government officials.

"By the time we were flying, the weather had cleared and we had nice, calm wind," said Capt. Daniel Bowles, pilot of the Cessna 182 assigned the mission of providing images in the area of Chickamauga Creek at its crest from Chattanooga Municipal Airport to the Georgia state line in Hamilton County.

"We'd done some photography practice before, but this was very intense," said Capt. Robert Parnell, mission observer, who was responsible for tracking the exact location where each photo was taken by marking down the specific latitudes and longitudes.

The task of taking all the images, estimated to be

around 160, fell to 2nd Lt. W. Deming Gray, a manager at the Tennessee Valley Authority who used his own camera and equipment during the one-hour mission and then spent about another eight hours on his home computer preparing 12 disks of images for the city manager and police chief in East Ridge, Tenn., and another 10 for Civil Air Patrol.

"So, even though we didn't have an MOU, they did request us, and I think this went a very, very long way toward showing them what we can do," said Maj. Susan Hyder, mission incident commander.

"It's an incredible resource and we truly appreciate the assistance we received," said William R. Whitson, East Ridge city manager. "I would wholeheartedly support having that resource available in the future."

Meanwhile, in Georgia CAP members were deployed on 17 separate flights at the same time members of the LaGrange Composite Squadron were coincidentally working on a formal MOU with potential government partners.

"I'm glad we initiated face-to-face contact, because it

was really helpful,” said Capt. A.J. Acheson, a pilot who flew three photo reconnaissance missions. He noted the LaGrange members had spent considerable time talking to representatives of the U.S. Army Corps of Engineers, the U.S. Coast Guard Auxiliary and the West Point Police Department. “We have made great progress on the MOUs.”

“Most of the sorties were damage assessment sorties for county governments to get a handle on where the highest damage was and how it was moving,” said Lt. Col. Joseph Knight, Georgia Wing incident commander. “The concern was to assess debris and how it was dangerous to bridges and dams.”

To make the flights, the Georgia Wing used four aircraft for an average of about two hours each. The pilots flew out of Peachtree City Airport, LaGrange-Callaway Airport and Cobb County Airport-McCollum Field.

“When the floodwaters started rising, we were actually activated for a search and rescue for someone who had gotten swept away,” said Maj. Keith



Photo by 1st Lt. James E. Robinson, Georgia Wing

Capt. Harold C. Lummus, left, the aircraft crew chief, oversaw a maintenance check with help from 1st Lt. Charles Slaughenhaupt, mission observer, before taking the CAP Cessna aloft for flood surveillance in Georgia.

“The concern was to assess debris and how it was dangerous to bridges and dams.”

— Lt. Col. Joseph Knight,
Georgia Wing incident commander

Walker, Georgia Wing air operations branch director, noting that by the time weather had cleared to fly, the missing person’s body had been recovered. “So, all of our sorties were flown to document the flooding.”

The flood damage was so severe in some areas that documenting the extent of the damage required hundreds of photos per flight.

“After landing we tried to put the best 10 or 15 in WMIRS (CAP’s Web Mission Information Reporting System) as quickly as we could, and then we tried something new,” Walker said. Rather than burning CDs and physically delivering them to the agencies that had made requests, the photos were uploaded to a password-protected Web site, providing officials from Catoosa and Chattooga counties and the State Operations Center immediate access.

“It seemed to work well,” said Walker. ▲

Photo by 1st Lt. James E. Robinson, Georgia Wing



Capt. A.J. Acheson, operations officer and mission pilot for the West Georgia Composite Squadron, briefed CAP flood response volunteers before their flights. Maj. Brian P. Gluck, squadron commander, said recent search and rescue exercises contributed to helping the actual mission run smoothly.

‘He taught our subchasers to fly’

Founding member Ben Stone devoted much of his life to Civil Air Patrol

By Steve Cox



This portrait is from Benjamin Stone's early years with Civil Air Patrol. Stone made significant contributions to CAP, first as a flight instructor for what was

then the Coastal Patrol. He taught CAP's earliest pilots — “subchasers” who flew coastal patrol missions to protect America against German U-boats during World War II.

As Civil Air Patrol celebrates its 68th anniversary, it pauses to remember Col. Benjamin H. Stone Jr. — a founding member who provided flight training to many of CAP's World War II-era subchasers. Stone, who died of natural causes in August at age 95, was also one of CAP's most active members, with a career that spanned seven decades.

“At the time of his death, Col. Stone had the longest continuous service with the Civil Air Patrol — nearly 68 years,” said CAP's national curator, Maj. James L. Shaw Jr. Born in Worchester, Mass., in 1914, a little more

than 10 years after the Wright brothers made their famous first flight at Kitty Hawk, N.C., Stone had a passion for flying. He joined Civil Air Patrol, then known as the Coastal Patrol, in January 1942, starting with his flight training for the organization's earliest pilots — subchasers who flew coastal patrol missions to protect America against German U-boats during World War II.

Shortly after his graduation from Parks Air College at St. Louis University, where he earned a degree in aviation management with honors, CAP asked Stone to teach flying on the weekends. When he received the call from CAP, he was in Worcester, Mass., a member of the Naval Air Corps already teaching Navy aviators to fly at Holy Cross College and Worcester Polytechnic.

To his dismay, Stone never saw active duty with the Naval Air Corps. “Every time I put in a request for active combat duty, they said, ‘No,’” Stone told his hometown newspaper, the *Marietta (Ga.) Journal*, in an interview for a 2003 article commemorating his 90th birthday. “I wanted to be a hero, but they needed me to teach the heroes how to fly.”

At the height of World War II, there were about 1,000 CAP subchasers flying from 21 coastal bases along America's shores. These volunteer aviators, inspired by the highest sense of patriotism and pride in their mission, valiantly defended the homeland during World War II. Fifty-nine members of these brave aircrews died, and 26 were lost at sea. Their courageous service led to

Public Law 557, signed on May 26, 1948, which made CAP the official auxiliary of the U.S. Air Force. "There are about a dozen subchasers left," said Shaw, who noted Stone's historical significance as one of CAP's first flight instructors. "He taught our subchasers to fly."

During his nearly 68 years of active service with Civil Air Patrol, Stone held almost every CAP office or committee chairmanship. A self-described "100 percent patriot who loves my God, my country and my family," he devoted much of his work to countless cadets, who he said kept him motivated. "The young men and women in the cadet corps of CAP are our future leaders and need help in understanding their future role in leading our country," he said in an interview for a 2006 article published in the *Civil Air Patrol Volunteer's* 65th anniversary issue.

Stone worked with many cadets in his native Massachusetts and his adopted state of Georgia. He was commander or on staff for summer encampments for 15 years in Massachusetts and two years in Georgia in the 1950s and '60s. As a tribute to his work with cadets, the Georgia Wing later named its most outstanding cadet award after him.

During the early 1970s, Stone and other CAP members used their own funds and donations from local businesses to build a Search and Rescue Center at Grenier Air Force Base, N.H., with no help from the government. It was the only such center at the time, and CAP members manned it 24/7. "A search for a downed plane was started immediately," he said. "We searched the entire Northeast Region for any downed planes, covering nine states."

After moving to Georgia, Stone remained active with CAP despite poor eyesight, working with cadets and serving as asset manager for the Georgia Wing. "He was actually the reason I got involved as a CAP historian," said Shaw, who met Stone in 2003 at the Georgia Wing

Conference. "His love of aviation got me even more fascinated in CAP's history," said the national curator, who at the time was a squadron commander and public affairs officer in Albany.

Shaw said CAP recognized Stone on many occasions, most recently in 2007 during the organization's National Executive Committee meeting in Atlanta. Stone was awarded the CAP Distinguished Service Medal and promoted to the rank of colonel. On another occasion, a surprise encounter during CAP's 50th anniversary celebration in Washington, D.C., provided Stone with one of his favorite memories when he met America's first astronaut, retired Navy Rear Adm. Alan Shepard, who recognized him as the pilot he had met as a youth at Derry Airport in New Hampshire.

"He said he was one of those kids who hung around the airport hoping to get a free ride from the flyers and aviators coming in and out of the field," Stone said. "He told me I had given him one of his very first flying lessons when I took him up for a ride and let him fly my plane. Now that is a memorable memory!"

Civil Air Patrol's anniversary is observed each year on Dec. 1. The organization was formed on Dec. 1, 1942, six days before the Japanese attack on Pearl Harbor, which started World War II. ▲



A photo from around 1950 shows long-serving Civil Air Patrol member Benjamin H. Stone Jr., right, with his friend, Maj. Ralph deAvila, a World War I fighter pilot and CAP coastal pilot.



Col. Benjamin H. Stone Jr., right, visits with Maj. James L. Shaw Jr., CAP's national curator, during the National Board and Annual Conference in Atlanta in August 2007.



Capt. Justin Ogden created this image as a training tool mimicking a real search. It depicts radio frequency coverage from two different cell towers and shows the sectors used, illustrating how analysts might look for a phone talking to two towers at the same time. Coverage for one is shown in yellow and the other in blue. Areas where they intersect to produce green indicate places to focus search efforts.



CAP cell phone expert helps locate missing North Dakota students

By Janet Adams

Though the recent search for three missing Dickinson State University students in North Dakota ended tragically, the case points out how a cell phone can be used to locate missing people, many times with happier results.

One of the pioneers in cell phone forensics is Justin Ogden, a captain in the Civil Air Patrol's Arizona Wing, whose expertise pinpointed the North Dakota students' crash based on information he gleaned from the students' last cell phone hit.

The coeds, reportedly out for an evening of stargazing, had driven into a stock pond in rural Stark County. They made frantic phone calls but perished when they could not extract themselves from their vehicle. Their calls, however, set in motion a full-blown search operation, eventually involving the Air Force Rescue Coordination Center (AFRCC) and CAP, which provided aircrews from Dickinson and Bismarck, a ground team on standby and Ogden poring over cell phone data from a distance of more than 1,000 miles.



It was Ogden's work that yielded results.

In a phone conversation with Lt. Col. William E. Kay, director of operations for CAP's North Dakota Wing, Brent Pringle, emergency manager for Stark County, said the students' vehicle would not have been found without CAP's assistance. Under federal law, cell phone companies can voluntarily divulge cell phone data to federal agencies such as the AFRCC when it is being used for lifesaving purposes involving the owner.

Ogden used this data to help the AFRCC search and rescue controllers refine the search area to within only 730 feet from where the students were finally located.

When cell phones are involved, Ogden is a go-to resource for search and rescue operations. And while the North Dakota story ended in sorrow, many of Ogden's cell phone data searches yield positive results. In 2008, he participated in 27 search and rescue missions, resulting in rescues of 19 survivors.

That year, cell phone GPS coordinates were the key to Ogden's guiding searchers to an 82-year-old man hurt while hiking in Pennsylvania's Pocono Mountains. Despite 30 hours in the cold and snow, the man was found alive.

"Even if a cell phone is not being used but is still powered up and within coverage of the network, we can often receive enough information to allow us to concentrate the search in the right area," Ogden explained. "Once the cell phone battery dies, there's no hope of getting GPS-type coordinates, though less accurate location information may be obtained from historical data." That is why he advocates involving a cell phone forensics expert early in the search.

Sometimes cell phone data are merged with other information, such as radar if the search is for

With their vehicle submerged in this stock pond, the bodies of three young coeds, all members of the Dickinson State University softball team in North Dakota, might not have been found without cell phone data analysis by Arizona Wing Capt. Justin Ogden.

Photo courtesy of Tom Stromme, Bismarck Tribune



Photo by Cadet Capt. John E. Smith, Pennsylvania Wing

Ogden, CAP's cell phone expert, worked to find the students from his work station more than 1,000 miles away.

a missing aircraft. In September 2008, Ogden's participation resulted in the rescue of four men whose helicopter had crashed in waters off the Florida coast. Though the men were relatively unhurt, they spent the night perched on their upturned aircraft's floats with no fresh water to drink, worrying about a hurricane bearing down on the Gulf of Mexico and the bull shark they'd spotted in the area just before the crash.

Again, Ogden's painstaking analysis helped guide a CAP aircrew to the scene. The aircrew called in the location to the Miami-Dade Fire Rescue Department, which extracted the men.

"Typically, I spend hours collecting and analyzing data before being able to determine approximate coordinates,"

Ogden said. "Many searches are challenging. Any search that lasts more than a day becomes painful. As the hours go by, we are continually reviewing data, wondering what we've missed, what can be re-analyzed to reduce a search area. A lot of effort goes into most of these searches."

But then there are those cases where all Ogden needed to do was place a call to the missing person. "Recently," he said, "I was on a search in Arizona where we were looking for an 84-year-old lady who'd gotten her car stuck on some Arizona desert road. We didn't know where she was, but she answered her phone on one of the occasions that I called. She'd been out in the desert for about 24 hours when I talked to her. I got her to click on a turn signal (after we'd determined she didn't know where the hazard blinkers were), and those blinking lights were spotted from miles away by a search helicopter. She and her newly adopted cat were rescued that night."

Ogden credits his years as a CAP cadet, beginning when he was 12, coupled with his love of amateur radio, computer programming and similar "nerdy" pursuits, for his present involvement in cell phone forensics as applied



Photo by 1st Lt. John Kihl, Pennsylvania Wing

Frequent technological advances demand constant education. Ogden especially liked the U.S. Air Force search and rescue planning course he recently attended at the U.S. Coast Guard Training Center in Yorktown, Va.

to search and rescue missions. About his time as a cadet, Ogden said, "Knowing the impact and influence it had in my life has encouraged me to give back to CAP."

After graduating from Penn State in 2003 with a degree in electrical engineering, Ogden worked with cadets, eventually starting a new unit, Mid-State Composite Squadron 239, based in Philipsburg, Pa. "It was a lot of work to get something like that going, but rewarding. Leaving that group was one of the hardest things for me when I moved to Arizona," he said.

While still with the Pennsylvania Wing, Ogden gave a class on cell phone search and rescue at CAP's Hawk Mountain Ranger Training School. He also set up a prototype remote system giving a CAP incident commander access to statewide repeater sites. With this system in place, Pennsylvania Wing incident commanders were able to communicate with CAP air and ground crews that were not in the same area.

Employed by General Dynamics and now living in Arizona, Ogden was recently assigned to a new project to develop a nationwide communications system for the U.S. Department of Justice. ▲

A cadet's project blossoms into a gift to both veterans and America's next generation

By Kristi Carr

S Stories are important to Cadet 2nd Lt. Nicholas Rider. As a child, he was mesmerized by the ones his

Grandpa Haney told about serving as a Marine in World War II. These days, the stories of his grandfather and other military veterans have turned this Washington Wing cadet into one of the country's youngest historians and authors.

BORN TOO LATE?

Rider admitted he might have been born in the wrong era. "I would have loved to have lived back in the 1930s or 1940s. I love the music and entertainers of that era," he explained. Encouraged by his grandfather's reminiscences, Rider started building World War II-era model airplanes, but that was not enough.

By age 11 — a year before he joined Civil Air Patrol's Paine Field Composite Squadron — Rider could be



Photo © 2007 Marc Carter

For Cadet 2nd Lt. Nicholas Rider, center, and the veterans he interviews, it's a mutual admiration society. U.S. Army veteran Adrian J. Taylor said both Rider and the veterans want the same thing: "For the world to know what (the veterans) went through to give the generation of today its freedom!" Veterans pictured include, from left, front row, Richard Gumke, Army, World War II, and Bill Crowley, Marine Corps, World War II. Middle row, C.H. Rowe, Marine Corps, Vietnam War; Staff Sgt. Ian M. Willet, Army, Iraq (active duty); Rider; Bob Hazelbrook, Navy, World War II; and John Haney, Marine Corps, World War II. Back row, Tom Restemayer, Navy, Vietnam War; Staff Sgt. Daniel V. Wermuth, Army, Kosovo (active duty); and Adrian Taylor, Army, Korean War.

spotted outside local supermarkets in his hometown of Monroe, Wash. Armed with an autograph book and accompanied by his mother, he checked out any customers who might be veterans, looking for clues like insignias on their hats. Summoning up the courage to approach them, he asked for their signatures. Some also told him their stories of military service.

And so it began — Rider's curiosity had become a tangible project.

A STEPPING STONE

The autograph book, put aside after about 50 signatures, became the stepping stone to a collection of stories from veterans in all branches of the U.S. Armed Forces.

Compiling the stories into a book “took a tremendous amount of time,” Rider acknowledged, “although it was never a struggle since I enjoyed it so much.”

He credited home-schooling for letting him see his project through to publication, a two-year process. “Being home-schooled allowed me to schedule myself to get my studies finished early in the day, and then I had the rest of the day to work on the book,” he said.

He also recognized his involvement with CAP as “a big reason I was able to accomplish this. I have been presented with many wonderful opportunities to further my education and also learn real-world skills such as leadership and moral training, which I was able to apply to this work.”

PROCESS AND RESULTS

Rider learned of many of the veterans he interviewed by word of mouth. He personally interviewed most, but to some he sent a questionnaire. To all he became a friend, and they opened up to him about their war experiences, sometimes telling their stories for the first time. Because he understood these vets valued the personal touch, Rider handwrote hundreds of letters to them.

In fact, Rider’s whole demeanor is appealing to the veterans. One, Adrian J. Taylor, who served in the Army in the 1950s and ’60s, said his generation is “somewhat dismayed with the attitudes and dress of many of the youth today ... but Nicholas is a ‘breath of fresh air’ — clean-cut, groomed, well-mannered and a true gentleman. He is



Rider and his grandfather, John Haney — the source of his fascination with veterans’ stories — enjoy attending veteran events and veteran sites, such as the Sultan Veterans Memorial.



Rider soloed in a Cessna 172 at the Washington Wing's Desert Eagle VI Flight Academy last summer.

the kind of grandchild these men would like to have as their own.”

Rider’s parents, Rick and Mary, know firsthand the amount of work their son put into gathering the veterans’ stories and self-publishing his first book, “America’s True Heroes: Stories of American Veterans,” and later a second volume.

Despite the work, Rider said, “The books are primarily a hobby and are done for fun. Most of the profit goes right back into the cost of writing and printing. I do, however, give back to the vets in the form of donations to different veterans groups.”

BACK TO THE FUTURE

“From just about every veteran I have talked to, I felt a sense of pride for their years of service and their accomplishments,” Rider noted. “I learned they all did the very best they could on the jobs they were given. It is that example I try to follow at CAP and at home.”

His squadron commander, Capt. Chuck

Jung, said, “We are all extremely proud of Cadet 2nd Lt. Nick Rider. He is our senior ranking cadet and provides an example that the other cadets look up to.”

Rider already has a list for a third volume of veterans’ stories. He is interested in attending the Naval Academy, followed by a career that includes the Navy, CAP and, of course, history.

THE EFFECT OF A SINGLE CADET

From the many letters he continues to receive from veterans and their families, it is clear Rider has touched them deeply. Most poignant are letters that follow funerals.

Lisa Crowley wrote, “My father (Bill Crowley) passed away on April 13 (2008) after a short illness. His great heart simply gave out. ... Besides his fellow Marines, he spoke to no one of his experiences in the Pacific Theater — not even us, his daughters. Especially not us. My Dad trusted you with his memories, which is a very rare and special thing.”

From Barbara Maidment: “I am sad to inform you

that my dear mother, Vivian S. Maidment, passed away August 24, 2008. I am thankful to you for including my parents in your new book and for sending me the final drafts, so that I was able to share that with her. ... She was so pleased, and smiled. I told her to tell my Dad when she got to Heaven that they were being honored by being included in your book.”

Rider cautioned, “Our veterans have already learned the lessons of the past; it is our responsibility to honor them and understand what they have gone through for our country.”

All along, he has hoped his collection of stories would serve as a bridge between the generations. Perhaps it is Rider himself who is that bridge. ▲

Are you a veteran with a story you’d like to share with Nicholas Rider? Contact him at P.O. Box 488, Monroe, WA 98272.

Are you interested in ordering Rider’s books? Go to www.nicholasrider.com.



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Achievements



Gill Robb Wilson Award

Highest award given to senior members who complete Level V of the Civil Air Patrol Senior Member Training Program. (Only about 5 percent of CAP senior members achieve this award.) The senior members listed below received their awards in July, August and September.

Lt. Col. John W. Erickson	AK
Lt. Col. Charles R. Palmer	AK
Maj. John E. Findley	CA
Lt. Col. William R. Taylor	CA
Lt. Col. Richard G. Pyle	DE
Lt. Col. Robert D. Young	DE
Maj. Russell F. Loomis	FL
Lt. Col. Sergio B. Seoane	FL
Col. David A. Belcher	MA
Lt. Col. John C. Weiser	MD
Maj. Andrzej A. Machcinski	MI
Lt. Col. Donald P. Poe	MI
Maj. John P. Giles	NV
Lt. Col. Karl M. Moore	WA



Gen. Carl A. Spaatz Award

Highest award for cadets who complete all phases of the CAP Cadet Program and the Spaatz award examination. (Only about one-half of 1 percent of CAP cadets achieve this award.) The cadets listed below received their awards in July, August and September.

Andrea V. Batista	FL
Caleb J. Werner	IL
Stasia M. Rogacki	NJ
Elizabeth K. Anger	NY
Robert S. Dilley	WV
Mark R. Guiney	WV

Puzzle on page 26



Paul E. Garber Award

Second-highest award given to senior members who complete Level IV of the CAP Senior Member Training Program. The officers listed below received their awards in July, August and September.

Lt. Col. Charles R. Palmer	AK	Lt. Col. Paul N. Blechinger	MD
Lt. Col. William A. Cochran	AL	Maj. Kenneth S. Thom	MD
Capt. John W. Hawkins	AL	Maj. Richard J. Saucier	ME
Maj. John P. Neil	AL	Maj. Donald L. Sorenson	MN
Maj. Stephen N. Green	AR	Maj. Garland L. Henson	MO
Capt. Milton L. Nelson	AR	Capt. Klaus E. Mueller	MO
Lt. Col. Ronald D. Crow	CA	Maj. Erica R. Williams	MO
Maj. John E. Findley	CA	Lt. Col. Charles R. Statum	MT
Lt. Col. David H. Graham	CA	Lt. Col. William W. Hawke	NC
Maj. Bruce L. Marble	CA	Capt. Christopher M. Linker	NC
Maj. Chris R. Storey	CA	Maj. Glen E. Peting	NC
Lt. Col. Brian J. Stover	CA	1st Lt. James A. Thomasson	NC
Maj. Gary L. Falls	CO	Lt. Col. Sean M. Johnson	ND
Lt. Col. David R. Novotny	CO	Maj. Michael R. Scott	NE
Maj. Allan A.C. Griffith	DC	1st Lt. Diane T. Lambert	NH
Capt. James P. Sedberry	DC	Lt. Col. Gordon A. Jobe	NV
Maj. Sherri L. Lierenz	DE	Lt. Col. Larry L. Taylor	NV
Lt. Col. Robert D. Young	DE	Maj. Darren J. Cioffi	NY
Lt. Col. Ronald L. O'Connell	FL	Maj. Jay Skolnick	NY
Lt. Col. Trevor H. Stewart	FL	Maj. Russell Mark Davis	OK
Lt. Col. Marcus L. Taylor	FL	Maj. James R. Eiben	PA
Maj. Joseph E. Wilkins	FL	Maj. Robert W. Frost	PA
Maj. Thomas J. Calvanelli	GA	Maj. Jonathan W. McCullough	PA
Lt. Col. Charles C. Cayce	GA	Maj. Hector R. Alicea	PR
Lt. Col. Brett A. Slagle	GA	Col. Anthony Gagliardi	RI
Maj. Mario G. Accardo	GLR	Maj. Teresa L. Schimelfening	SD
Maj. Donald M. Hahn	IA	Maj. Stephen L. Kintner	TN
Senior Member Clarissa K. Mouw	IA	Lt. Col. Jeffrey L. Wreyford	TN
Capt. George R. Breshears	ID	Maj. William Jay Anderson	TX
Maj. Jeremy N. Hendricks	IL	Capt. Charles E. Corway	TX
Capt. Kirk R. Thirtyacre	IL	Lt. Col. Debra A. Torres	TX
Maj. Robert J. Williams	IL	Lt. Col. Donald Carnes Wheeler	TX
Capt. Linette M. Lahan	KS	Maj. Jay H. Workman	TX
Maj. Danny K. Adams	KY	Lt. Col. William J. Picking	VA
Lt. Col. Joseph A. Brickman	KY	Lt. Col. Jean-francois R. Vallee	WA
Maj. James W. Dillworth	KY	Maj. Peter J. Boulanger	WI
Maj. Lawrence L. Herzog	KY	Maj. Alvin Fox	WV
Maj. Keith W. Noe	KY	Lt. Col. Walter M. Lockhart	WV
Maj. Thomas J. Lyons	MA	Lt. Col. Melvin R. Stonebraker	WY



Gen. Ira C. Eaker Award

Second-highest award for cadets who successfully complete all Phase IV requirements of the CAP Cadet Program. The cadets listed below received their awards in July, August and September.

Matthew R. Harp	CA	Douglas R. Foster	NY
Michael J. Maddux	CA	Riley D. Snowden	OH
R.J. Molleur	CT	Dana A. Keller	OK
Y.C. Ng	DE	Peter W. Johnson	PA
Kyle J. Matissek	FL	Pamela Blanco	PR
Katie M. Bishop	IL	Jesus M. Rivera	PR
Joshua D. Williams	MD	Benton A. Beasley	TN
Kevin M. Bennett	NJ	Samuel J. Cormier	TN
Emily K. Greiner	NJ	Collin B. Carstens	TX
Steven R. Smith	NJ		

Great Lakes

Photo by 1st Lt. Lisa Fountain, Michigan Wing



Cadet Capt. Dannie Fountain and Cadet 2nd Lt. Mary Yapple pose with Canadian Girl Guides.

Michigan cadets assist during annual U.S.-Canada river event

MICHIGAN – Members of the Selfridge Cadet Squadron pitched in on an overcast early autumn day in Marine City as Girl Scouts from Michigan, Ohio and Indiana and their Canadian counterparts, the Girl Guides, converged on both sides of the St. Clair River for the annual International River Crossing. Civil Air Patrol was asked to help with the event for the first time.

For 42 years, thousands of Girl Scouts and Girl Guides have joined together for a day of international friendship and swapping of small crafts they have made. Until last year the activities were held primarily in a park on the Sarnia, Canada, side of the border, but changes in immigration laws allowed organizers to change this year's locations.

Of the 10 Selfridge members who assisted, seven were or had been Girl Scouts. They helped guide participants to the activities on the waterfront, worked the car parking area and marshaled buses that brought the Scouts to the park. The cadets also worked with the Scouts and Guides in carrying out various environmental activities.

The organizers were very pleased with the cadets' assistance and look forward to CAP's participation next year.
>> 1st Lt. Lisa Fountain

Middle East

North Carolina Wing's Aerospace Education Day offers cadets array of activities

NORTH CAROLINA – The North Carolina Wing's annual Aerospace Education Day in Burlington proved a resounding success, with 85 cadets and 25 senior members from 12 squadrons traveling from across the state, some having slept at wing headquarters the night before, others having risen at 4 a.m. to arrive on time.

Events were set up to make the best use of the wing's facilities in Burlington. Orientation rides were provided for 30 cadets, most experiencing a Civil Air Patrol plane ride for the first time, with six aircraft and 12 pilots providing flights.

At the fairgrounds, four launch stations were set up, which meant most cadets participating in rocket launches didn't have to wait long to send their projectiles skyward. After lunch the rocket launches continued, but many cadets stayed at wing headquarters to play "Aerospace Jeopardy."

The final orientation ride of the day spawned a few minutes of excitement as the plane flew past the famous rock band U2's plane in Charlotte. One cadet reported he got to see Bono, the group's lead singer.

>> Capt. Terri L. Zobel



Photo by Capt. Terri L. Zobel, North Carolina Wing

Cadets gaze appreciatively following the ascent of a newly launched rocket.

North Central

Kansas color guard helps welcome 99 new citizens

KANSAS – Lawrence Composite Squadron cadets helped welcome 99 new Americans from 33 countries when they gained U.S. citizenship during naturalization ceremonies at the Dole Center for Politics at the University of Kansas.

At the invitation of U.S. District Judge John W. Lungstrum, five cadets presented the colors before the new citizens' recitation of the Pledge of Allegiance. It marked the seventh year Lungstrum has asked the cadets from the squadron to participate in the naturalization ceremony. He remarked on how important he views the cadets' role in the annual event.

>> Maj. Duane Filkins



Photo by Maj. Duane Filkins, Kansas Wing

Flanking U.S. District Judge John W. Lungstrum are Lawrence Composite Squadron cadets, from left, Cadet Chief Master Sgt. Makayla White, Cadet Airman Stephanie Bayless and Cadet 2nd Lts. Geoffrey Bayless, Michael Bayless and Spencer Kerfoot.

Northeast

Pennsylvania squadron gives Cub Scouts lesson on folding flag

PENNSYLVANIA – Cadets and senior members from Lebanon VFW Cadet Squadron 307 visited Cub Scouts in the neighboring town of Lititz to show them how to properly fold the U.S. flag. Cub Scout Pack 154 had requested the instruction. After squadron members distributed pamphlets on flag-folding etiquette provided by State Rep. Rosemarie Swanger, cadets demonstrated the proper techniques while the squadron's commander, Maj. Warren Parks, explained the reason for each fold.



Photo courtesy of Eric Stewart

Members of Lebanon VFW Cadet Squadron 307, back row, demonstrated proper flag folding for Cub Scout Pack 154.

Parks and the squadron's communications officer, Capt. Wilson Ballester, and its operations officer, 2nd Lt. Vince Stankovich, then answered questions from their young audience, including "What is Civil Air Patrol?" That gave the members a great chance to tell the Scouts about the opportunities CAP has to offer them. The cadets also talked with the Cubs about functions and activities the squadron participates in throughout the year. >> 1st Lt. Bea Gernert

Pacific

Hawaii Wing ready to respond during tsunami

HAWAII – Members of the Hawaii Wing were poised to respond after the Pacific Tsunami Warning Center issued bulletins nine days apart in response to earthquakes in the Pacific's Samoa Island region, with the potential for tsunamis to be generated. While the bulletins were going out, Hawaii Civil Defense sent out automated cell phone voice and text messages to selected alert team personnel — including Hawaii Wing's director of operations, Capt. Anthony Ferrara, and its squadron commanders.

Members were notified to stand by for possible deployment to fly their regularly designated tsunami routes around the islands to look for anybody on or near the shoreline. They were prepared to broadcast a warning about the impending danger through a sound system attached to the outside lower portion of their plane's fuselage.

In both instances, though, the warnings were eventually canceled. "If we had been notified to deploy, I feel we would have been very successful in our endeavor," Ferrara said. "The time of day was good, the weather was good and we had available CAP personnel and aircraft ready to go.

"We were lucky to have the time needed to prepare for whatever might hit, unlike those living in American Samoa, who were devastated by an immediate inundation from the tsunami waves," he said. "We do our best to live up to the CAP motto, 'Semper Vigilans' — Always Vigilant — to be always ready whenever needed, as it is only a matter of time before the next earthquake and tsunami will hit!" >> 1st Lt. Barbara Cooper



Photo courtesy of Bryan Shiota

A Cessna 182, one of the Hawaii Wing's nine Civil Air Patrol aircraft, soars over Waipio Valley on the Big Island.

Rocky Mountain

Colorado members help ensure air show soars successfully

COLORADO – Some 200 members of the Colorado Wing helped make the 2009 Colorado Sport International Air Show and Fly-In a success at Rocky Mountain Metropolitan Airport in Jefferson County. The event drew more than 20,000 spectators and participants — just about the same number of man-hours the CAP volunteers devoted to such tasks as crowd control and trash pickup.

The show's director, Jim Cimiluca, said he was very impressed with CAP's handling of the audience during the air show performances. CAP's assistance will be most welcome at next year's event, Cimiluca said. The Buckley Air Force Base senior enlisted leadership noncommissioned officers also said CAP did a great job, and they would like to work with the members again.



Photo by Capt. Scott Orr, Colorado Wing

Col. Edward Phelka, Colorado Wing commander, is shown with Jonnie Berkman, widow of Herb Berkman, and Cadet 1st Lt. Skylar Caldwell of the Thompson Valley Composite Squadron, recipient of the Berkman-Langen Memorial Fund scholarship.

During the air show, Cadet 1st Lt. Skylar Caldwell of the Thompson Valley Composite Squadron was awarded a \$3,000 scholarship from the Berkman-Langen Memorial Fund to continue his flight training. Caldwell has already soloed and will continue his training in Colorado Wing CAP aircraft with donated instructor time. His goal is to earn his private certificate with the funds.

Longtime Rocky Mountain and Copperstate fly-in announcers Herb Berkman and Terry Langen died in a plane crash one day after the 2007 Rocky Mountain Regional Fly-In. In their honor, the Colorado Sport International Air Show established the memorial fund to support CAP cadets. >> Capt. Scott Orr

Southeast

Tennessee unit gets close-up view of C-130s, training facility

TENNESSEE – A full contingent from the Tullahoma Composite Squadron visited Berry Field Air National Guard Base in Nashville for an in-depth orientation to the 118th Airlift Wing, the C-130 International Training Center and the versatile C-130 aircraft.

Members toured the aircraft maintenance facility, a hangar large enough to accommodate two C-130s. Two aircraft were in for regular maintenance, allowing the group to closely inspect their engines and mechanics.

The tour was led by the Tullahoma squadron's commander, Lt. Col. Charlie Smith, a former aircraft commander for the 118th.

As Smith explained the function of some of the aircraft equipment, he recounted stories of how he employed the C-130 during numerous missions during his 19-year career with the Nashville-based Guard unit.

The squadron was able to take an orientation ride on one C-130. Each member was able to observe the flight crew and load masters in action during the flight as Smith explained details from the flight deck. Afterward, he declared, "It was fun to see the ol' bird operate at 130 decibels again!"

As the group prepared to depart, several Guard members told Smith they were impressed with the discipline and interest exhibited by the cadets, making the effort well worth the time they had invested in accommodating the Civil Air Patrol visitors. >> Senior Member Cindy Arnold



Photo by Maj. Jack Henno, Tennessee Wing

Lt. Col. Charlie Smith, Tullahoma Composite Squadron commander and former aircraft commander for the 118th Airlift Wing's flying squadron, travels down memory lane as he shares information about the wing's C-130 aircraft with his cadets.

Southwest

Arizona member takes advantage of new CAP airborne photography track

ARIZONA – Sky Harbor Composite Squadron gained a pair of expert eyes in the sky when the unit's public affairs officer, Sgt. John Horne, qualified as the Arizona Wing's first Civil Air Patrol airborne photographer — a brand-new specialty area and aircrew position that became officially active in August. Horne's training was provided during a weeklong course, the first one offered for CAP members, at the National Emergency Services Academy at Camp Atterbury near Indianapolis.



Sky Harbor Composite Squadron's public affairs officer, Sgt. John Horne, recently qualified as the Arizona Wing's first Civil Air Patrol airborne photographer. This aircrew position became officially active in August.

The course concentrated on basic mission scanner techniques and use of a combination Nikon D-200 digital camera connected to a Garmin GPS system to take aerial photographs. Horne participated in four training flights to learn the use of the camera system. The aspiring airborne photographers learned to take photos from a variety of aircraft, including Cessna 182s, Cessna 206s and Gippsland GA-8s. The photos were downloaded and processed using a special software program that imprinted latitude and longitude, altitude, aircraft heading and time information directly onto the final image. Navigation and map-reading skills were also taught.

Successful completion of the course hinged on a written final exam and an evaluation of the student's proficiency in taking and processing aerial photos. Since his return from training, Horne has served as an airborne photographer on several missions in Arizona to assist the Air Force in assessing specific areas of the Barry M. Goldwater Air Force Range along the Mexican border.

>> 1st Lt. Thalya Nero



Discover the Value of Civil Air Patrol!

Civil Air Patrol offers challenging opportunities for youth 12-18 years old, chaplains, aerospace education enthusiasts and adults with an interest in homeland security, search and rescue, disaster relief and humanitarian missions. Leadership training, technical education and an opportunity to participate in aviation-related activities are just a few of the exciting benefits of community service and CAP membership.

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