

Civil Air Patrol

April-June 2010



# Volunteer



## Tsunami!

Hawaii Wing Warns Of Impending Danger

## A Helping Hand

Member Provides  
Medical Relief In Haiti

## Going For Gold

Former Cadet Dreams  
Of Olympic Gold Medal



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Photo by Capt. Ralph Abraham, Louisiana Wing

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During his recent trip to Haiti, Dr. Ralph Abraham, a Louisiana Wing mission pilot and CAP captain, watched the people there struggle for survival in makeshift shelters like this one. More of Abraham's photos accompany this story about his medical relief efforts in the devastated Caribbean country.

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## ON OUR COVER

Aerial tsunami warnings are a core mission of Civil Air Patrol's Hawaii Wing, where members are ready to launch 24/7 within one hour. Recent trouble in paradise brought on by a devastating earthquake in Chile netted national media coverage for the wing's tsunami warning system. Details about this unique mission, which the wing has performed for more than five decades, are provided on page 12.

*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.

Photo by 2nd Lt. Adam Orens, Hawaii Wing





# CAP casts airborne eye on boaters in distress

CAP aircraft patrol Elephant Butte Lake in New Mexico on holidays as an “eye in the sky” for the U.S. Coast Guard Auxiliary.

Photo by Capt. Glenn Mauger, New Mexico Wing

*By Maj. Steven Solomon*

**T**he season typically runs from Memorial Day until Labor Day, though it’s a yearlong initiative in some areas. Often called “sundown patrols,” these CAP missions require aircrews to scan various bodies of water, including lakes and coastal waters, looking for emergencies such as boaters in trouble.

The flights got their nickname because they were flown late on Saturday and Sunday afternoons, said Capt. Donald S. Penven, the North Carolina Wing’s public affairs officer. Patrols in Penven’s state focus on large reservoirs — Jordan and Falls lakes plus Harris Lake, site of a nuclear power plant.

The activity’s name was changed last year to “lake patrol” when the U.S. Coast Guard Auxiliary joined the team.



“Each patrol averages about 1½ hours,” Penven said. “The idea is to find boaters in distress. But the emphasis is on honing skills as spotters. A 16-foot runabout looks like a little white speck from 1,000 feet, so it is very challenging.”

## Spotting vessels in distress

In Mississippi, four of the state’s Gulf Coast composite squadrons — Col. Berta A. Edge, Singing River, Diamondhead and Pine Belt — fly the patrols, weather permitting, from April until the hurricane season’s official end in mid-November.

About two hours before sunset, the wing flies the coastline from the Louisiana border to the Alabama state line, said Capt. David A. “Hank” Rogers, the wing’s patrol project officer. “We are looking for boaters and commercial vessels plying the waters of the Mississippi Sound that may be in need of assistance,” he said.

The squadrons work with Coast Guard stations at Pascagoula and Gulfport, which sometimes vector the aircrews to check on a vessel that has reported problems or may otherwise need assistance.

“We have been credited with a save on one of the flights, and I personally have loitered over a vessel until the sea tow vessel arrived. We radioed latitude/longitude locations to the tow, because the vessel had no radio onboard. These are typical of the issues that we deal with — nothing heroic, just routine aid to boaters,” Rogers said.

“We have found several boats the Coast Guard was looking for and led them to them by air,” added Maj. Danny Watson, commander of the Singing River squadron, which has been flying these patrols for more

than 15 years.

Watson said his unit received two find ribbons last summer and was asked to circle the area on a rescue by a Coast Guard helicopter as it let rescuers into the water to swim to a sinking boat.

“They asked us to loiter in the area to let them know if any other boaters or aircraft were getting too close to hinder their operation,” Watson said.

## Securing the homeland

The Maryland Wing makes two flights, in the morning and afternoon, every Saturday, Sunday and holiday during peak summer months over the Chesapeake Bay. The primary mission is to look for boaters in distress and to coordinate assistance with the Coast Guard or the Maryland Natural Resources Police. A secondary mission since the Sept. 11 terrorist attacks is surveillance of the bay’s critical infrastructure, including the William Preston Lane Jr. Memorial Bay Bridge and power plants.

“Maryland has the mission down to a science,” said Lt. Col. John Knowles, wing vice commander, who



Photo by Arizona Wing

The sand bar north of Lake Havasu, just west of Lake Havasu City Airport in Arizona, is a favorite meeting place for locals.



remembers flying patrol over the bay back in the late '70s as a cadet.

"On average, about every other year the wing is credited with a joint save for a rescued boater," he said.

## Safeguarding the environment

Since the Charlotte County Composite Squadron's creation in 1949, the Florida Wing unit has flown patrols to look for boaters in distress, hazards to navigation and, more recently, environmental conditions and concerns.

"Our patrols generally take off about 1½ hours before sundown Thursday, Friday, Saturday, Sunday and holidays, 12 months a year, and last about one hour and 20 minutes. The total route is 150-plus miles," said Capt. Earle Bretz, the squadron's public affairs officer.

"Over the years we have been involved with several boat fires, boat sinkings and people in the water and in distress," Bretz said. "All of these incidents were immediately reported and the area patrolled until the appropriate help arrived."

## Keeping waters safe

The Arizona Wing's patrol covers about 85 miles from the northern part of Lake Mohave to Parker Dam over the Memorial Day, Fourth of July and Labor Day holidays. The patrol route actually includes three states — Nevada, Arizona and California.

"The mission is to look for boaters in distress or anyone who might require assistance, to report debris that

could be a hazard to boat traffic and to provide photo recon of boat traffic and marinas," said Maj. Joe Herczeg, commander of London Bridge Composite Squadron 501. "It is not uncommon to fly these missions at 1,000 feet above ground level with temps between 110 to 120 degrees."

"I have personally flown patrols as an observer and scanner," added Capt. Dave Finley, public affairs officer for the New Mexico Wing, which conducts lake patrols during the same holidays as the Arizona Wing. "There are numerous small coves and inlets where boats can venture and be out of sight of the main body of water. Should they require assistance, aerial patrols might be the only way any official could learn that.

"The lake is large, and the Coast Guard Auxiliary vessels can't be everywhere, so the 'eye in the sky' CAP provides is a valuable part of maintaining a safe environment for holiday crowds," he said. ▲

## CAP's Sundown Patrols

- **London Bridge Composite Squadron 501 in Arizona flies above the Colorado River and Lake Havasu on major holidays during the boating season.**
- **Florida Wing units patrol from the Peace and Myakka rivers to the barrier islands along the Gulf of Mexico to Pine Island Sound to look for boaters in distress.**
- **For more than 30 years, the Maryland Wing has been flying patrols over the largest estuary in the world, the Chesapeake Bay, from Memorial Day to the end of September.**
- **From the beginning of April to the end of hurricane season in mid-November, four Mississippi Wing squadrons fly a low-level reconnaissance of the barrier islands and the Gulf Coast shoreline Saturdays and Sundays, as well as holiday weekends.**
- **The Raleigh-Wake Composite Squadron in North Carolina conducts lake patrols beginning Memorial Day and going through Labor Day; also, Coastal Patrol Base-21 Flight at Michael J. Smith Field Airport in Beaufort flies summertime patrols along the coast.**
- **The New Mexico Wing runs three lake patrols annually in conjunction with the U.S. Coast Guard Auxiliary and the state park service on the three days surrounding Memorial Day, July Fourth and Labor Day.**

This aerial shot captures river traffic near Davis Dam, just north of Bullhead City, Ariz., looking north on Lake Mohave.

Photo by Arizona Wing



## North Carolina cadets take ice before 13,000+ hockey fans

The North Carolina Wing's Raleigh-Wake Composite Squadron Color Guard takes the spotlight to present the colors during the national anthem before the Carolina Hurricanes' NHL face-off against the Los Angeles Kings, which drew more than 13,000 fans to Raleigh's RBC Center. The crowd was the largest Cadet Cpts. Stephen Coogan and Kyle Zobel and Cadet Senior Airmen



Photo courtesy of Allen Sowell

Peter Soares and Michael Sowell had ever appeared before, and they were excited and nervous, especially over having to walk on ice in front of such a throng. The team was commended by Col. Roy Douglass, wing commander, who told squadron leaders, "Your cadets look extremely sharp! Please pass on to them my thanks and congratulations for a job well done." Additional accolades came from Jon Chase, director of promotions for the Hurricanes. "Everyone did a great job," said Chase, calling the color guard "well-spoken, very organized and quite professional."

## Illinois squadron expands teamwork training through YMCA course

Cadet 1st Lt. Dennis McFadden of the Illinois Wing's Scott Composite Squadron demonstrates his skills in the YMCA of Southwest Illinois' Bosun's Chair rope exercise. Led by the unit's cadet commander, Cadet Capt. Kathryn Brien, and its flight commanders, Cadet



Photo by Maj. John Brendel, Illinois Wing

1st Lt. Dennis McFadden and Cadet 2nd Lt. Josiah Gulick, the CAP participants were confronted with thought-provoking and physical obstacles designed to improve communication, decision-making and trust — all vital elements of leadership. Dr. Greg Hoffeditz, one of the YMCA's lead team challenge program facilitators and a senior member in the squadron, presented the cadets with a series of activities to prepare them for the course. The YMCA calls this exercise the NITS cycle, for name recognition, inhibition reduction, trust building and solving problems.

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# Two-time Olympian hoping for gold



*By Donna Melton*



Photo courtesy of Kyle Connolly

A.J. Rosen begins his fourth and final run in the men's singles luge competition at the Vancouver 2010 Olympics in Whistler, British Columbia.

# W

Whether speeding down an icy slide, feet-first and supine, or flying through clouds, eyes wide and wonder-filled, A.J. Rosen is happiest when he's soaring.

The New Yorker continues to pursue two goals that have eluded him in his 26 years: Olympic gold and a pilot's license.

Long before he placed 16th in the men's singles luge competition in Whistler, British Columbia, the two-time Olympian dreamed of becoming a pilot.



## A FUTURE PILOT TAKES SHAPE

Dr. Sidney Rosen often took his wife and three sons to air shows at McGuire Air Force Base, N.J., three hours from their home in Westchester, N.Y. The influence from his Air Force father and grandfather rubbed off on young A.J. While his brothers asked for toy cars, he wanted planes.

A.J. landed his jets at a Lego airport, built of plastic and oak in his bedroom. He watched military shows on the History Channel and regaled the family with tales of his anticipated career as a fighter pilot.

But the boy was dyslexic, and on top of that he needed contact lenses to correct not-so-perfect vision. Gay Rosen dreaded the moment she had to dash her 12-year-old's hopes.

## BUILDING A FOUNDATION FOR SUCCESS

When she heard about Civil Air Patrol while A.J. was at NASA Space Camp in Huntsville, Ala., she signed him up immediately.

"The Civil Air Patrol filled a great need to satisfy the flight lust," she said.

In CAP, Rosen learned perseverance and patience, working through his dyslexia to advance up the ranks to cadet chief master sergeant. "Being in CAP reinforced his reading skills and study habits as he studied for promotions," his mother said. "He knew if he wanted to get ahead, he needed to study."

At 14, he was named Sergeant of the Year in the New York Wing's former Salesian High School unit at New Rochelle, which flew its orientation flights at the Westchester County Airport in nearby White Plains. It's an honor he doesn't take for granted. "To me, it was a

very big achievement," he said.

Not long after joining CAP, he discovered lugeing, a sport that requires him to rush down the slide face-up and toes-first, guiding the sled's direction with his shoulders and calves.

The paths of A.J.'s two pursuits began to run parallel.

He visualized an eventual Olympic win and was willing to train hard to make it happen. Love of aviation, though, still tugged at his heart.

He flew solo at 16 while at Embry-Riddle Aeronautical University in Daytona Beach, Fla., and was accepted as a student there after high school. He took great leaps toward earning his wings, but Rosen the athlete was making waves as a competitive luger, too.

Holding dual citizenship in America and Great Britain, he could have raced for the U.S., but he chose to wear the colors of his mother's homeland. He put the Great Britain Luge Association in the spotlight with his impressive finishes on the World Cup circuit and was the second-youngest luge athlete at the Turin 2006 Winter Olympic Games. He placed 16th there, then raced to sixth in the 2009 Calgary World Cup Race, the best ever for a Brit.

## A NEED FOR SPEED

Rosen posted on his Web site: "Speed is not an option, but a necessity."

He compares the sport he loves with the job he wants. "Luge is like flying a plane on ice," he said. "You still have to make split-second decisions."

And at speeds from 85-90 mph, those decisions can make or break an athlete.

Six months ago, a horrible crash dislocated Rosen's hip and caused serious nerve damage, yet he continued to train for the 2010 Olympics in Whistler. Even when

*“To make it there and to be able to call yourself an Olympian, it's an honor, and I thank programs like the Civil Air Patrol that help make dreams a reality.”*

*— Two-time Olympian and former Civil Air Patrol cadet A.J. Rosen*



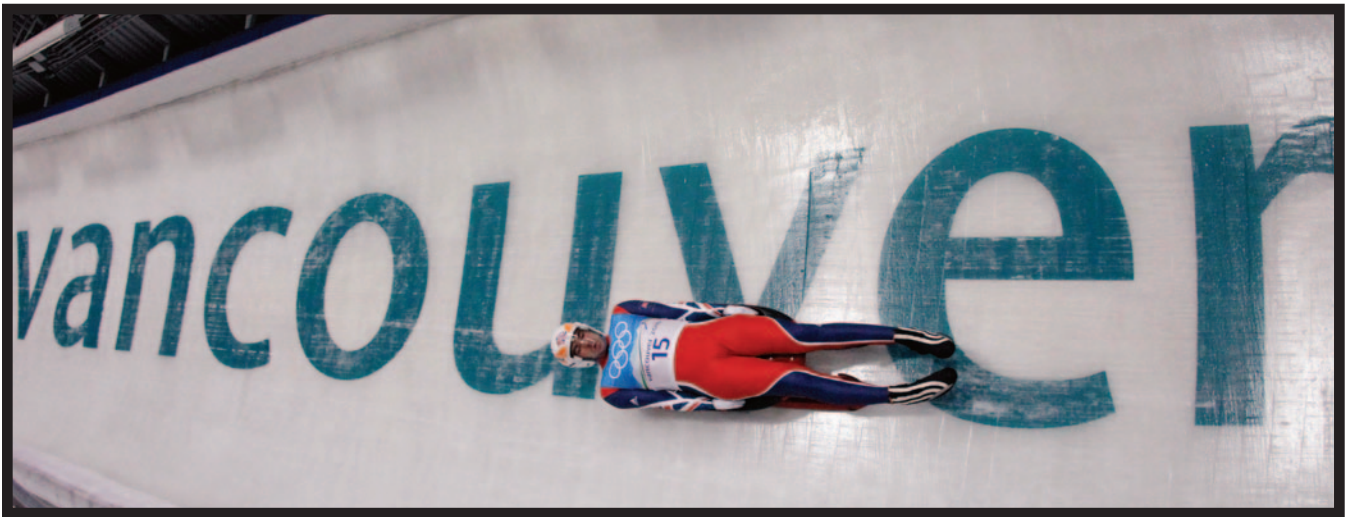


Photo courtesy of AP/Michael Sohn

A.J. Rosen takes a practice run during the men's singles luge training session.

Georgian luger Nodar Kumaritashvili suffered a fatal crash during a training run on a slide where Rosen had finished just moments before, he didn't give up.

His mother credits Civil Air Patrol and a lifetime of perseverance for the young man's positive attitude. "A.J. learned that nothing is impossible if you just keep trying," she said.

After Kumaritashvili's death, Olympic officials moved the event's starting point closer to the finish. Rosen's injuries slowed down his start, but he had been making up for it over the length of the track. With that opening gone, he could only do his best and sail.

"If you go in thinking you're going to win the gold, you try too hard and things can go wrong," Rosen said.

He finished 16th in 2010 competition, just 0.03 seconds from the 15th spot.

His showing in Whistler, though the best on the British team, disappointed him. "You want to do better than you've done previously," Rosen said.

## THIRD TIME'S THE CHARM?

Between his training and World Cup competitions, Rosen is creeping along toward a bachelor's degree in aeronautics through the distance learning program at

Embry-Riddle. He plans to enroll full time when luge training and competition are over.

Since he is eyeing a 2014 luge victory for Britain, that degree may still be a few slides away.

"I think I have some very good years ahead of me in the sport," he said. "I think the years coming up will be very good. I know that I can still fly after I'm done."

Four years ago, Rosen initiated the Power to Excel Award at his alma mater, Mamaroneck High School, to recognize students who persevere consistently to overcome physical or learning disabilities — who work twice as hard to achieve their goals.

Even with a 145 IQ, Rosen struggled with his dyslexia, but went on to compete in the Olympics.

"I remember watching the Olympics as a kid and dreaming of being an Olympian and now it's happened twice," he said. "To make it there and to be able to call yourself an Olympian, it's an honor, and I thank programs like the Civil Air Patrol that help make dreams a reality." ▲



Cadet Rosen, center, loved the movie "Top Gun" and hoped one day to be a fighter pilot. Flying is currently on hold as he pursues Olympic gold.



**A**s I write this column, I am at the 2010 Wing Commanders Course at Maxwell Air Force Base, Ala., both instructing and supporting the men and women who have stepped up to this leadership role. These dedicated professionals are investing their personal time to learn more about what it means to be a corporate officer and executive in Civil Air Patrol, a \$250 million organization.

What? *Two hundred and fifty million dollars?* Actually, CAP's budget isn't that large, but if the nation had to pay for the labor we provide, our services could easily cost that much. CAP performs approximately 70 percent of all U.S. Air Force missions across the nation, as well as a wide variety of missions for our communities and states. In the process, our 59,000 members nationwide each donate hundreds and thousands of hours and train at their own expense, a commitment that truly goes above and beyond the call of duty.

As we perform these missions, CAP's professionalism is evident. Whether managing our assets, shepherding our missions or creating and sustaining our partnerships, in all undertakings each CAP member puts the whole above the individual. In Executive Director Don Rowland's column, CAP's personal accountability is explored: how CAP expertly performs — often at a moment's notice at night and on weekends and holidays — to a set of expectations we create with one another and our customers.

I read an e-mail from a wing commander last week who urged CAP to begin using the term “unpaid professionals” instead of “volunteers” to describe our membership's exemplary service. I could not agree more.

As national commander, I have asked much of our members — to improve financial reporting, consolidate aircraft maintenance, gather logistics data and install a new network of communications equipment. And they have delivered. Financial accounting has improved, resulting in an “A+” audit; aircraft maintenance costs are down; aircraft are well-maintained; and the communications network has become state-of-the-art.

Most recently, members were charged with implementing a new national logistics system to account for and protect our \$100 million in assets. All of this is essential to moving the organization forward.

Through these missions, CAP's unpaid professionals — your citizen patriots — are working every day to support and improve our great nation. I salute these unsung heroes for their great work as we change and grow to meet the ever-increasing needs, opportunities and challenges of our fellow Americans.

*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



# HELP THEM COMPLETE THE FINAL LEG OF A JOURNEY THAT STARTED A LIFETIME AGO.



This summer a fleet of Cessna Citations will transport some 2,000 athletes to and from the 2010 Special Olympics USA National Games in Lincoln, Nebraska, in what will be the largest civilian airlift in history. But it can't happen without your help. We need your Citations, and your pilots, to complete this historic mission. If you are the owner or operator of a Cessna Citation, please participate in the 2010 Citation Special Olympics Airlift. It promises to be an experience that will change your life as much as the athletes who board your aircraft.

For more information or to register, visit [www.airlift.cessna.com](http://www.airlift.cessna.com) or call 888-LNK-LIFT.





**T** There is honor in personal accountability, and that is what has kept me involved in Civil Air Patrol for more than two decades. Here, I am surrounded by people of purpose, those who “put their money where their mouth is.” The first step is to actually volunteer. But, after the decision to join, it is imperative to live up to the commitment.

In CAP we are blessed with people who do that every single day. Read the articles in this issue about members of the Hawaii Wing who put their knowledge, skills and abilities to the test, issuing real-life warnings about an impending tsunami, and members of the West Virginia Wing who worked for hours in the cold, wet and dark, bogged down by snow as deep as they are tall, to rescue 17 American sailors and soldiers whose helicopter had crashed into a mountainside. These are people we can depend on. These are members of CAP.

The very existence of Civil Air Patrol, at the core, depends on personal responsibility because it leads to public trust — whether in the form of another unqualified audit of our financial records, reliance on this organization for a quick and deft response to emergencies or the belief that CAP is a proper mentor to our nation’s children.

CAP is especially proud to have the trust of its parent organization, the U.S. Air Force. When I first came to CAP, 40 percent of CAP’s missions were tasked by the Air Force. Today, CAP flies 60 percent-70 percent of 1st Air Force missions, including Falcon Virgo and Surrogate Predator sorties. These numbers are expected to continue to grow as the Air Force continues to expand CAP’s multifaceted role in homeland security.

But trust is not easily earned, and it can be quickly lost. It can be tempting to ignore a phone call in the middle of the night or to think, “I’m not getting paid for this, so why show up?” We must apply our motto of *semper vigilans* to ourselves — ever vigilant in continuing to honor our commitment to CAP.

To those who serve their fellow citizens by volunteering with CAP, your reward is to know that you make a real difference in the lives of the citizens of this great nation. To others who want to commit to purpose, accountability and dependability, please join us on our Missions for America! For more information, go to [www.gocivilairpatrol.com](http://www.gocivilairpatrol.com).

Don Rowland

A handwritten signature in black ink that reads "Don Rowland". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Executive Director





A CAP Cessna 182 flies over some of the approximately 750 miles of Hawaii's coastline, here along the shore of the Big Island.

# Trouble in Paradise

## **CAP air-to-ground speaker system warns Hawaiians of impending tsunami**

*By Kristi Carr*

**D**uring the tense hours after the National Oceanic and Atmospheric Administration's Pacific Tsunami Warning Center first issued a warning that a tsunami could hit the Hawaiian Islands, Civil Air Patrol's Hawaii Wing put its nine Cessnas in the air with full crews. They flew predetermined warning routes around the islands to look for anyone on or near low-lying shorelines, sounding the tsunami warning siren and, as necessary, broadcasting a voice warning via a speaker system attached to the outside lower portion of each plane's fuselage.

“Eighty percent of the shoreline in Hawaii does not have a fixed base siren,” said Wing Commander Col. Roger Caires. “CAP aircraft are the only resource for issuing tsunami warnings where there are no warning sirens or where sirens are inoperative.”

In addition to the warnings, CAP aircrews can also direct ground-based rescuers by providing airborne damage assessment reports. “There is no other agency, governmental or other in Hawaii, that does this at this time,” Caires said.

The wing has been in the business of tsunami warnings for the past 50 years, said Caires, who noted he’s been on board with the mission almost all of that time — he will celebrate 50 years of CAP service later this year.

Even before the tsunami warning mission was formally put in place — and before Hawaii became America’s 50th state — CAP provided warnings of tidal and coastal problems. When a tidal wave bore down on the north coasts of Kauai and Oahu in 1957, the town of Hanalei on the north shore of Kauai was spared any deaths or injuries, thanks to warnings from the Hanalei CAP squadron. Cadets who were practicing radio procedures with state civil defense headquarters on Oahu were informed of the impending tsunami, and they alerted their commanding officer. He sounded a siren and sent the cadets from house to house throughout the valley, prompting 300 to 400 residents to flee to Hanalei Lookout.

In the end, this latest tsunami was close to being a no-show, and Hawaii experienced only erratic surges in the sea, little property damage and no serious injuries. Still, past tsunamis have accounted for more lost lives than the total caused by all other local disasters in the state, so residents treat them with respect. This time, following the instructions from officials to head inland to high ground, business owners closed their doors, and residents and visitors emptied from this tourist state’s normally busy streets.

The Hawaii Wing’s stellar response received effusive praise from officials with the state’s Emergency Operations Center and extensive coverage in both local and national media.

“The tsunami warning function is central to CAP’s role in Hawaii, and CAP crews are well-trained to carry it out, with our aircraft stationed across the Hawaiian Islands and all with predetermined routes to cover,” Caires said. “I am proud of our members. They again met the standard of being ready to launch within one hour.” ▲

“CAP aircraft are the only resource for issuing tsunami warnings where there are no warning sirens or where sirens are inoperative.”

— Hawaii Wing Commander Col. Roger Caires

## Proud to be a CAP member!

Phil Sales, a private pilot who works for the School Bus Transportation Safety Department in Honolulu, was interested in



Senior Member Phil Sales is so new to CAP that the uniform he’s ordered hasn’t arrived yet, but his pride in CAP is showing.

joining Civil Air Patrol to tap into its aerospace education program, which he wanted to bring to prekindergarten students. With the tsunami warning, he found other reasons to value CAP membership:

“Good news! I joined, paid my membership and got my CAP ID! Thank you, CAP, for helping with our shoreline evacuation public announcement. It was great to see the CAP flight in action today,” he said. “Now, I am truly proud to be a CAP member!”



This Civil Air Patrol photo superimposed over an image from Google Earth showcases CAP's aerial surveillance and photographic technology. A GPS unit in the plane provides date, time, latitude and longitude — information that is synchronized with each photo and imprinted on it. On Google Earth's Web site, the airplane's path is depicted as a red line. Clicking on the camera icon brings up a window showing the photo and displaying the GPS information along with aircraft data, such as altitude and speed at the time the photograph was taken. These photos are valuable to scientists tracking phenomena such as tsunamis and to officials charged with assessing damage and making decisions about safety.



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# Neither Rain, Nor Sleet, Nor Snow...

Photo by Capt. Crystal D. Housman, California Wing



By Jennifer S. Kornegay

*The natural beauty of Southern California beckons many to the sky for an eagle's-eye view, but the rugged terrain can be both a blessing and curse for the pilots who fly over it. A recent plane crash in the area during a brutal storm put Civil Air Patrol on the front lines of search and rescue efforts, testing its will and skill.*



Photo by 1st Lt. Chris Mattson, California Wing

Above: Maj. Roy Hofheinz, left, Senior Member Gene Ramirez and Capt. Frank Tullo are members of the CAP aircrew from the California Wing's Palm Springs Composite Squadron 11 that located the crashed plane, above, in Joshua Tree National Park. Their quick response during terrible weather led to the rescue of the plane's instructor and student pilot.



**A** day that began with a routine flight in clear skies ended with two people trapped in the wreckage of an upside-down plane as night closed in fast, rain and sleet fell and temperatures plunged well below freezing. Thanks to the quick thinking, organization and pure grit of several squadrons in CAP's California Wing, the plane's pilots, Warner Henry and Rocky Harvey, were found alive and were rescued.

The morning of Jan. 18, flight instructor Henry and student pilot Harvey took off from Roy Williams Field in Joshua Tree in a single-engine Cessna 172 headed to Palm Springs. Their flight path took them directly over desolate Joshua Tree National Park. As a storm moved in, the aircraft got caught in a downdraft and crashed on one of the park's highest points, Quail Mountain. "It was a training flight, and Warner was aware of the weather but wanted to use it to teach me," Harvey said.

Park Richardson, owner of the airport where Harvey and Henry took off and one of Henry's close friends, praised Henry's reaction in a bad situation. "I've worked with Warner for 32 years, and he's an excellent pilot," Richardson said. "He got caught in a circular downdraft, but he managed to slow the aircraft down; that's why they survived the initial crash. Then, thanks to CAP, they survived."

Harvey recalled his first thoughts after the crash. "When we went down, all I was thinking about was how we could get in touch with someone in case they couldn't

find us," he said. He found the hand-held radio but couldn't find the antenna, so that was out. Then he found Henry's cell phone, but there was no service.

With a broken leg, Harvey dragged himself out of the plane and crawled up the ridge about 200 yards away in an attempt to get a cell signal. "I couldn't get anything, and I was too tired to get back in the plane," he said. "I actually dozed off, and then woke up to rain at about 1:30 p.m. I knew then that I had to get back in the plane, or I would freeze."

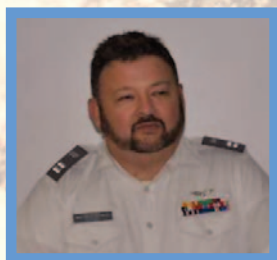
But Harvey never needed to make that grueling trip. By noon that day CAP was already working the mission and on the hunt for the downed plane. Around 11:30 a.m., Capt. Frank Tullo of Palm Springs Composite Squadron 11 got the call that an emergency locator transmitter signal had been detected. When ELTs are sounding off, there's little time for speculation or preparation, so CAP stays ready to spring into action. Tullo and two other Squadron 11 members, Maj. Roy Hofheinz and Senior Member Gene Ramirez, took off to begin the air search.

"I was the lead pilot and observer on this mission. Gene was the left seat pilot and Roy was the scanner. This was, without a doubt, the most difficult mission I've ever been on, thanks to the storm," Tullo said. "The weather was awful, so it was important to have Gene since he's instrument-rated. We had rough air, icing conditions and heavy rain."

The crew spent the first part of their time in the air trying to pinpoint the ELT signal with the original coordinates they were given, but when Squadron 11 ground team leader Maj. John Craig provided new, more accurate information, the search took them deeper into the storm. The crew flew for two hours in the nasty conditions before they finally picked up the signal and were able to give an exact latitude and longitude to the ground team. Tullo, Hofheinz and Ramirez never even saw the crash site. "We were in total instrument conditions," Tullo said. "We couldn't see anything below."

But Harvey and Henry could hear them. "That gave us hope. We thought, 'Good, they know where we are,' but we didn't expect them to come for us until the morning," Harvey said. "We were hurt, but we could still talk, and we just settled in for what we knew would be a long night.

Capt. Matt Scherzi of the California Wing's Saddleback Composite Squadron 68 served as information officer for the mission. A 10-year senior observer with CAP who has participated in more than 50 active missions, Scherzi said the Joshua Tree search and rescue was particularly satisfying. "In all my years and all my missions, this was one of the few that resulted in actual survivors," he said. "It makes our day as CAP members; it makes all those weeks of looking for people who didn't survive worthwhile."





We wondered if we would survive surviving the crash.”

While Tullo and the others were in the air, Maj. Bob Keilholtz of San Diego Senior Squadron 57 was beginning the search on the ground. He used the initial reports of the ELT to acquire a signal, then took his own bearings. The resulting location was one he felt he could reach — although it was tough going even on the best day. He and Park Ranger Dan Messaros made their first attempt to get up Quail Mountain around 4 p.m. “After a little ways down a road, we hit a wilderness area, so we got out of the car and hiked,” Keilholtz said.

Then darkness came, bringing with it sleet, snow and slippery, icy ground. “We could tell where the plane was, but we couldn’t see it,” he said. With the weather worsening, Keilholtz and the ranger made the difficult decision to turn back and return with more people.

They made it back to the same spot a few hours later, and one of the team shouted out, “search and rescue.” Then, after a few anxious moments, they heard Henry’s faint response.

“Around 10 p.m., I heard someone call out to us. Those were the best words I’ve ever heard in my life. It was our rescuers,” Harvey said. “I was so grateful to them, and so grateful that they came out at night. I honestly don’t think I would have made it till morning. It was so cold.”

While the whole team was elated to know there were survivors, immediately the searchers had a new set of troubles on their hands, as Keilholtz explained. “What first went through my mind was ‘great’ and then ‘oh no,’” he said. “These guys had hypothermia and broken bones. One was almost totally nonresponsive, so we knew we had a battle with time now. We had to get them out fast.”

Keilholtz reacted swiftly and formulated a plan. “I knew to carry them out we would need many people, and it would beat everybody up to do it. The other choice was to wait until morning, and I didn’t want to do that. The third choice was to find a helicopter that would fly at night,” he said.



Civil Air Patrol Maj. Bob Keilholtz poses for a photo in front of one of the helicopters used to transport two survivors from the remote crash site in the middle of a fierce storm. Keilholtz, a veteran of CAP California search and rescue missions, said the copters made a huge difference: “That turned an eight-hour carry into just about 15 minutes, and remarkably, we had both survivors at the hospital within four hours,” he said.

The Riverside County Sheriff’s Office and Marines out of Arizona stepped up to tackle the risk, both sending helicopters to the scene. “That turned an eight-hour carry into just about 15 minutes, and remarkably, we had both survivors at the hospital within four hours,” Keilholtz said. “It was so remote, and with the bad weather, that was amazing.”

Maybe more amazing is the determination the ground crew showed while waiting for the helicopters. They built fires to try and keep the survivors warm; they even covered the two men with maps and anything else they could find. “We had to cut them out of the aircraft, and we just had hand tools to do it, things like pocketknives with files,” Keilholtz said.

After serving with CAP for more than 35 years, Keilholtz has been involved with hundreds of searches and rescues, and while many were nondistress situations, he still approaches every mission with the assumption that CAP’s teamwork, expertise and efficiency can save a life.

“When CAP gets involved, it is usually a bad situation,” he said. “It’s not the crash in somebody’s



backyard; it's in a hard-to-get-to area, so we hardly ever find survivors. When I first saw the aircraft in this crash, I thought we didn't have to hurry anymore; it looked like a nonsurvivable crash. The lesson that came out of this is there's always the possibility that there is a survivor, so you have to act quickly and do what it takes to get to the site safely."

Capt. Matt Scherzi of Saddleback Composite Squadron 68 in Costa Mesa worked with the local media as the mission information officer for the rescue, keeping them informed of CAP's efforts and progress. As a senior observer who has participated in more than 50 active searches during his 10 years in CAP, Scherzi, too, knows the odds of finding survivors are low, and he underscored how exciting and validating this particular mission was.

"While the search was on, the media would ask me, 'Do you think they are alive?' My standard answer is always, 'We only search when there is a possibility of survivors; we don't do just recovery.' You don't want to take hope away from the family, but you don't want to give them false hope either," Scherzi said.

It's a delicate dance Scherzi and other mission information officers perform routinely. "In all my years and all my missions, this was one of the few that resulted in actual survivors," he said. "It makes our day as CAP members; it makes all those weeks of looking for people who didn't survive worthwhile."

Hofheinz, a CAP veteran with more than 20 years under his belt, stressed the team effort involved. "I feel like CAP made a big difference on this one. We all worked together and with other agencies like the sheriff's office and the FAA," he said. "There is so much coordination required, and there was great cooperation between the three of us in the plane. Gene did a great job of flying in those conditions, while Frank and I worked the direction-finding equipment and the radios."

Ramirez, whose 30 years of flying experience and multi-engine instrument rating proved so valuable on this

mission, has been in CAP for three years, participating in six search and rescue missions. "This was only the second time I've found survivors," he said. "So when we heard the ground crew found them alive, we were ecstatic. It made it all worth it."

For Tullo, the bad — and challenging — flying conditions are just part of his job, and he uses every such mission as a way of thanking the helicopter crew that overcame adversity to come to his aid decades ago. "I flew seven years in the Air Force and was shot down over the outskirts of Hanoi in Vietnam," he said. "A brave helicopter crew came in and got me. There was so much ground fire, but they came and got me anyway. Helping with missions like these is my payback for that."

Hofheinz was also thrilled to know Henry and Harvey were alive. "It's so seldom we get that outcome," he said.

"CAP is called in on the extreme cases; we're the pointed end of the spear. This one was so rewarding because we rescued those guys, but I know for sure if Bob Keilholtz hadn't gone in when he did, kept

pushing through the night, those guys really might not have made it."

Tullo also credited Keilholtz with saving the survivors' lives. "Bob Keilholtz drove this rescue though," he said. "He's like a bulldog; once he gets his teeth in something, he won't let go."

And luckily for Henry and Harvey, Tullo's description of Keilholtz is accurate. "I decided I was going to get up there to that crash that day," Keilholtz said.

Both Harvey and Henry are recovering from their injuries and doing pretty well. "I had a broken leg and then an infection in my leg, but I will be fine after some time," Harvey said. "Warner is in rehab at the hospital and seems to be doing good."

When asked if he'll fly again, Harvey didn't hesitate. "Sure. I love flying, and I'll get to do it again, thanks to CAP. Someday I'd like to see those guys again and thank them in person." ▲

*"I love flying, and I'll get to do it again, thanks to CAP."*

*— Rocky Harvey, one of two survivors of a Southern California plane crash*



# HELPING IN HAITI

## CAP mission pilot visits Haiti for relief effort

By Mitzi Palmer



Photo by Capt. Ralph Abraham, Louisiana Wing

This makeshift hospital grew out of the stone of the streets because earthquake victims feared going inside.

Just a few days after seeing earthquake footage from Haiti, Dr. Ralph Abraham, a Louisiana Wing mission pilot and Civil Air Patrol captain, received an e-mail from the Flying Physicians Association outlining ways he and other medical professionals could help. Among the options was a relief trip with Hospitals for Humanity, a nonprofit organization that provides health care to people in underdeveloped countries.

After arranging for extra assistance at his north Louisiana clinic of nearly 15 years, Abraham joined other members of the Hospitals for Humanity relief team — an orthopedic surgeon, an anesthesiologist, an ophthalmologist, an ob-gyn, an emergency room

physician and a host of highly trained nurses and logistics personnel — for the trip to Haiti.

“I knew we had reached our destination when I could no longer see lights shining from the ground,” he said.

Despite the lack of electricity and even though their arrival approached the midnight hour on Jan. 20, the airport was still full of activity.

“Planes — mostly U.S. military cargo — were landing or taking off every few minutes,” Abraham said. “It was quite a sight.”

The following morning, after sleeping alongside their supplies and being shaken by an aftershock measuring magnitude 6.0, Abraham and his group began their



journey to the country's capital, Port-au-Prince, where the scene quickly turned horrific.

Long lines of locals trying to obtain fresh water from the U.S. military filled the streets. Remnants of collapsed buildings overwhelmed the city. Tens of thousands

wandered the roads, many in blood-soaked bandages, while some were atop the piles of rubble, searching for either family members or articles of clothing.

"I thought I'd seen some devastating things in my life, but nothing like this," Abraham said. "Trash piles were at least 6 feet tall. Flies were by the millions. And the smell was overwhelming."

The medical group first went to a church site in the city's core, where they were immediately surrounded by people asking for help. They were later directed to a local hospital to assist with surgeries; amputations of both upper and lower limbs were the most common procedures.

"The need was unending," Abraham said.

Fearing another earthquake or aftershocks, most patients wouldn't risk going inside the hospital — forcing the team to set up makeshift clinics in the streets.

"We had to lay them on the ground amidst the chaos and rats because we were out of cots," Abraham said. "People wouldn't leave, because they had no home to go to."

All the cases the Hospitals for Humanity team treated during its five-day stay were serious — no cuts and bruises, only life-threatening situations. But despite the suffering, Abraham said, the U.S. military did an



Photo by Capt. Ralph Abraham, Louisiana Wing

This scene of what he took to be a partially collapsed building of condominiums caught Capt. Ralph Abraham's attention not only for the juxtaposition of angles the earthquake gave the building but also because of the dangerous electrical wires, some still entangled in the structure, that surrounded it.

## CAP members find ways to lend aid

Civil Air Patrol Capt. Jennifer Williams and fellow members of the New Jersey Wing's Maj. Thomas B. McGuire Jr. Composite Squadron were among those who volunteered to help with Haitian relief efforts at McGuire Air Force Base the weekend after the earthquake.

The volunteer group, consisting of Air Force Base personnel, representatives of civilian agencies and local individuals, assisted evacuated U.S. citizens as they landed. Those who needed immediate medical attention were treated at a temporary shelter nearby, where they were given a cot and a variety of basic necessities in addition to three meals a day.

In the Puerto Rico Wing, members of the Lajas High School Cadet Squadron also pitched in to help. Approximately 40 members worked in the collection center for Haiti victims in the town of Lajas, receiving donations, inventorying and dividing supplies, packing items and loading trucks. Some members dedicated up to 52 hours of community service.



## How You Can Help

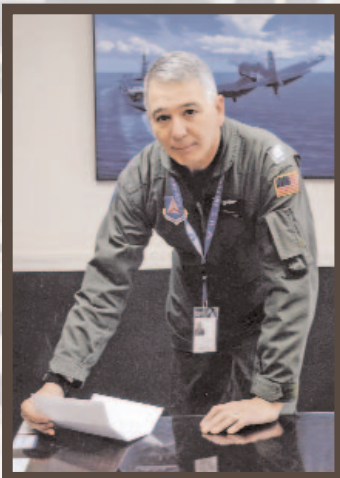
Civil Air Patrol Lt. Col. Dewey Painter of Mission Harvest America, a nonprofit humanitarian aid organization based in Jacksonville, Fla., has been steadfast in leading Haitian relief efforts. Since Jan. 13 his group has gathered medical supplies, food, clothing, camping equipment and kitchen materials for shipment there. To learn about the current needs of Mission Harvest America, go to [www.missionngo.com](http://www.missionngo.com) or call 904-356-9006.

Or donate to the American Red Cross. For more information, go to [www.americanredcross.org](http://www.americanredcross.org) or text "HAITI" to 90999.



Photo by Cadet Chief Master Sgt. Alexander Santiago, Puerto Rico Wing

Cadet Staff Sgt. Franceline Martinez counts boxes while Cadet Master Sgt. Jose L. Martinez and Cadet Airman 1st Class Angel A. Collado pack them full of donated items in Lajas, Puerto Rico.



Abraham is a captain with CAP's Louisiana Wing.

*“I thought I'd seen some devastating things in my life, but nothing like this.”*

— Capt. Ralph Abraham

outstanding job of distributing basic items to as many people as it could.

“I saw no other country doing this,” he said.

For security reasons the Hospitals for Humanity team was forced to head back to the U.S. a few days earlier than planned, but during the short stay its members were able to treat about 400 patients.


A former National Guard member of the 20th Special Forces Group in Jackson, Miss., Abraham has been a pilot since the 1980s and has ratings in both airplanes and helicopters. In addition to flying for pleasure and as a mission pilot for CAP, he has flown for organizations like Angel Flight and Pilots for Patients. Abraham said he was attracted to CAP because of its mission and military structure. He also helped CAP's Louisiana Wing with relief efforts in the air and on the ground after Hurricane Katrina. ▲

Background: In the days following the quake, Abraham described the Haitians' daily routine as one distilled to three priorities — food, water and survival.

Photo by Capt. Ralph Abraham, Louisiana Wing

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# Remembering Eddie Edwards

**Renowned subchaser was the first Civil Air Patrol pilot to spot a Nazi U-boat and radio its position to U.S. naval forces during World War II; he later received the Air Medal from President Franklin D. Roosevelt for rescuing a fellow airman**

*By Steve Cox*



Photo courtesy of CAP Historical Foundation

President Franklin D. Roosevelt presents the first two Air Medals ever awarded by the U.S. to Coastal Patrol Base 2 subchasers Maj. Hugh R. Sharp Jr., center, and 1st Lt. Edmond I. 'Eddie' Edwards, right, for the heroic rescue of 1st Lt. Henry Cross. Looking on is James M. Landis, wartime chief of the Office of Civilian Defense. By the end of World War II, Coastal Patrol (later Civil Air Patrol) members had received 800 Air Medals.

**W**ith the recent passing of Col. Edmond I. "Eddie" Edwards, Civil Air Patrol has lost one of its enduring cornerstones. Edwards, who died at age 96 in his home state of Delaware, was central to the formation of CAP nearly 70 years ago. He was widely known as the first and most famous of the World War II "subchasers," honored for heroism by President Franklin D. Roosevelt for a daring rescue of a fellow

anti-sub comrade at sea.

"Eddie was probably one of the first subchasers to see the enemy," said 2nd Lt. Roger Thiel of the Maryland Wing, an independent historian with CAP. Edwards' sighting of a Nazi U-boat on March 10, 1942, only a few months after the U.S. entered World War II, helped propel a brave generation of citizen fliers to take up the cause of defending America's shores. That day, Edwards radioed the German sub's position to U.S. naval forces, prompting the vessel to crash-dive and head farther out

to sea, where it was less of a menace to the nation's shipping.

Based at Coastal Patrol (later Civil Air Patrol) Base 2 in Rehoboth Beach, Del., Edwards flew sub-hunting patrols offshore in Delaware and Maryland, safeguarding oil tankers headed for Delaware Bay. The patrols were important because enemy U-boats were common along the Atlantic shoreline, sinking ships, barges and oil tankers almost at will in the early days of the war. The Navy and Army did not have the manpower to prevent the attacks. In one month alone, 52 ships were sunk.

Edwards and the more than 1,500 others who actively flew with him became known as subchasers. They painted their light aircraft — mostly Stinsons and Fairchild's — red and yellow. They flew daily from dawn to dusk, logging more than 24 million miles from 21 Coastal Patrol bases along America's East and Gulf coasts. They hunted U-boats "from Maine to Mexico." And they were quite successful, finding 173 subs, attacking 57, hitting 10 and sinking two. (CAP planes eventually carried bombs and depth charges while on patrol.)

Their effectiveness at deterring coastal U-boat operations in 1942 and early 1943 was instrumental in eventually making

Civil Air Patrol the auxiliary of the U.S. Air Force. A German naval commander later confirmed that the U-boats had been withdrawn from the Atlantic Ocean because of those "damned red and yellow (CAP) planes."

In a Delaware Aviation Hall of Fame symposium on aerial actions, the feisty Edwards — a 2002 inductee — was asked how many missions he flew with Civil Air

Patrol. "Missions! Heck, we flew every day!" he quipped. The frequent flights added up to some 300 patrols. In fact, records revealed that early Coastal Patrol pilots flew even on days when weather grounded military aviation.

Along with his notoriety as one of the very first subchasers, Thiel said Edwards held "celebrity status" within CAP as one of the first Coastal Patrol pilots awarded the Air Medal for heroism during World War II. He and his commanding officer, the late Maj. Hugh R. Sharp Jr., each received the medal after Roosevelt heard of their daring rescue of a fellow airman downed in bitterly cold high seas off Maryland.

Edwards, in an interview for *Civil Air Patrol Volunteer* in 2006, clearly remembered the rescue of 1st Lt. Henry Cross, which earned him the medal and subchaser fame. "I got the call that one of our planes was down, and Maj. Sharp asked me to go with him," Edwards said.

*“Eddie never considered himself special for the high-profile personal recognition by President Roosevelt, often saying of the rescue for which his Air Medal was awarded, ‘Anyone could have done it.’ His accomplishments and humility indicate the heroic capabilities of regular U.S. citizens, especially in Civil Air Patrol.”*

*— 2nd Lt. Roger Thiel, a CAP historian and friend of Col. Edmond I. “Eddie” Edwards*

"We had no trouble finding the crash site. We spotted a body, so we made an emergency landing and fished him out. He was alive, but we never found the other guy."

The rescue on July 21, 1942, required that Edwards and Sharp land their aircraft, a Sikorsky S-39 single-engine amphibian piloted

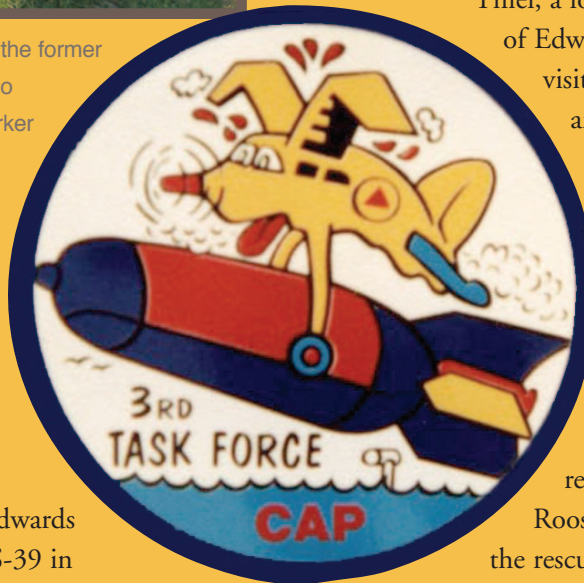
by Sharp, in 8- to 10-foot-high swells, which crushed the left pontoon. So, to get back to Base 2, Edwards accomplished a daring feat by climbing out onto the right wing and using his weight to level the plane. He clung there, half-frozen, through the night until early the next day when a Coast Guard boat water-taxied the unflyable aircraft to shore.

More than a half-century later, the rescued amphibian





Edwards, third from left, second row, was among the former and current Civil Air Patrol leaders and cadets who participated in the Rehoboth Beach Historical Marker ceremony held in 2006 in Delaware. The marker, which commemorates CAP volunteers and their efforts in World War II, was erected in memory of four subchasers who died during the war. Right, this artwork was painted on a Stinson used by subchasers with the Coastal Patrol.



was restored by retired Sikorsky Aircraft employees and placed in the New England Aviation Museum near Hartford, Conn. Edwards attended the museum's installation of the S-39 in 1996. Flashbulbs popped as he posed on the wing strut he had occupied for hours at sea in 1942. Modestly, the quick-witted Edwards told the museum audience he was "only out there to escape the screams of the badly injured flier inside."

Roosevelt conferred the Air Medal on Edwards and Sharp in a White House ceremony in February 1943. By that time, Edwards had joined the U.S. Navy, where he served as a flight instructor and later piloted Douglas SBD Dauntless dive bombers on patrols out of Hawaii.

"I was ushered into the Oval Office and decorated by FDR," Edwards said in the 2006 interview, used for a story to commemorate CAP's 65th anniversary. "Of course, I was honored to receive the medal, but I was also so impressed with FDR."

Though Edwards and Sharp were the first civilians to receive the Air Medal, they were soon joined by others from their own ranks. By the end of World War II, 800 Air Medals had been presented to CAP members.

Edwards served in the Navy for three years, attaining the rank of senior-grade lieutenant. He served 27 years in the Navy Reserve, during which time he pursued an active role in Delaware civil aviation. For a number of years, he ran the fixed base of operation and served as an instructor at Weimer Airport in Newark, Del., now the site of a DuPont facility.

Thiel, a longtime acquaintance of Edwards who frequently visited with him during annual Coastal Patrol Base 2 reunions in Rehoboth Beach, said Edwards often downplayed his notoriety. "Eddie never considered himself special for the high-profile personal recognition by President Roosevelt, often saying of the rescue for which his Air

Medal was awarded, 'Anyone could have done it,' Thiel said. "His accomplishments and humility indicate the heroic capabilities of regular U.S. citizens, especially in Civil Air Patrol."

Brig. Gen. Richard L. Anderson, Civil Air Patrol's national commander from 1993 to 1996 and now a member of CAP's Board of Governors, also regularly attends the annual Base 2 reunions and, like Thiel, cherishes time spent with Edwards. "Throughout my years as a member and senior leader in Civil Air Patrol, knowing Eddie Edwards is one of my personal best memories," Anderson said. "I knew him well for the last 15 years of his life and looked forward to attending the reunions every year because I knew that Eddie — along with his Base 2 colleagues — would be present with

their infectious grins and contagious enthusiasm.”

Edwards stayed active long after his retirement. Until age 85, he flew his own plane out of Summit Aviation in Middletown, Del. He remained a volunteer for Meals On Wheels and donated time to the Perry Point VA Medical Center. He also was a member of the Rotary Clubs of Middletown and Newark, the Aircraft Owners and Pilots Association, Scottish Rite of Freemasonry (Stephenson Lodge No. 135), OX5 Aviation Pioneers, Quiet Birdmen and the Veterans of Foreign Wars, and he was an early supporter of the Delaware Agricultural Museum and Village in Dover.

In 2006, Edwards was present for a ceremony unveiling the Rehoboth Beach Historical Marker, erected in memory of four Base 2 subchasers who died during World War II. He was a regular at such events, said Col. Russell Opland, former Delaware Wing commander. “It was remarkable for all our members, but especially our cadets, to see and speak to a man who

was literally a living legend,” Opland said. “Most everyone learns about Eddie and Hugh when they first learn about CAP’s origins, as they were the first recipients of the Air Medal during War World II.”

Opland said Edwards donated his medal to the Delaware Wing. “We held it reverently, along with Hugh Sharp’s.”

In 2007, Civil Air Patrol promoted Edwards and his colleagues to the rank of colonel and presented them with CAP Distinguished Service Medals for their wartime service. “I was privileged to preside at the ceremony,” said Anderson, adding, “Nothing can compare to standing in the long shadows that they continue to cast.”

Edwards died in December 2009 following a long illness. His passing represents yet another loss from perhaps CAP’s greatest generation of fliers. Just a few of Edwards’ Base 2 anti-sub comrades are still alive, and less than 60 subchasers remain nationwide. ▲



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# CAP goes to Washington

*By Kristi Carr*

Photo courtesy of Mary Yoshioka



U.S. Sen. Daniel Inouye, D-Hawaii, left, chairman of the Senate Appropriations Committee that funds Civil Air Patrol, met with Hawaii Wing Commander Col. Roger M. Caires, center; his wife, Capt. Susan Caires; and Col. Stan Fernandez, wing government relations adviser, in the senator's appropriations committee office at the U.S. Capitol. Inouye plans to cosponsor with U.S. Sen. Tom Harkin, D-Iowa, a Congressional Gold Medal in recognition of CAP's World War II service.

Civil Air Patrol leaders blitzed Capitol Hill in Washington, D.C., in February to make their case for continued support of one of the nation's premier volunteer service organizations.

Armed with printed materials featuring the ways CAP's nearly 59,000 members serve their communities above and beyond the call of duty, the organization's 52 wing commanders also showcased wing-specific highlights of accomplishments over the past year as well as the organization's needs for the future.

This is what CAP leaders told their congressmen, senators and staffers during their visits in D.C.:

## EMERGENCY SERVICES

As a responder that helps save lives — 72 of them in 2009 — CAP typically participates in 90 percent of America's search and rescue operations. Besides its well-trained and dedicated volunteers, CAP is a leader in technology, which contributes to its



Photos by Susan Robertson, CAP National Headquarters

New Hampshire Wing Commander Col. Donald Davidson, left, and CAP National Commander Maj. Gen. Amy S. Courter pose with U.S. Sen. Judd Gregg, R-N.H., in his conference room, where Courter presented him with her commander's coin in appreciation for his support of CAP.

*“Sen. Reid strongly supports the work of the Civil Air Patrol and is a member of its Congressional Squadron. Its connection with homeland security is integral to protecting our citizens and ensuring the safety and freedoms we enjoy as Americans.”*

— Spokesman Jon Summers  
from the office of Sen. Harry Reid, D-Nev.



Montana Wing Commander Col. Herbert Cahalen, right, and Lt. Col. Paul Tweden, left, the wing's government relations adviser, present U.S. Sen. Jon Tester, D-Mont., with his Congressional Squadron Certificate, a lifetime membership card and a CAP polo shirt. “Does that dog hunt or what?” he responded, adding, “We very much appreciate the work you do.”



success. Two members of CAP, Capts. Guy Loughridge and Justin Ogden, have developed radar and cell phone forensics that provide critical data in helping expeditiously pinpoint the location of the lost and missing nationwide.



CAP National Commander Maj. Gen. Amy S. Courter and National Vice Commander Brig. Gen. Reggie Chitwood flank a guest at the National Board meeting, retired U.S. Air Force Brig. Gen. Wilma L. Vaught, foundation president of the Women in Military Service for America Memorial. In her remarks to the board Vaught underscored the benefit of enhancing diversity in CAP.

Meanwhile, over the last 10 years, CAP has upgraded its infrastructure and end-user radio equipment to make the transition to new narrowband frequency standards, positioning the organization as a leader in interoperable communications.

A key message presented to members of Congress focused on the organization's critical role as a force multiplier for the U.S. Air Force. In times of disaster, CAP volunteers pitch in on the ground to help deliver food and water, provide transportation services and fill sandbags. In the air, CAP members take aerial damage assessment photography and fly government officials — services that help determine infrastructure needs.

With the largest fleet of single-engine propeller aircraft in the nation, CAP is also ideally suited to help the Air Force and National Guard train to intercept airspace intruders and drug runners.

## CADET PROGRAMS

As a testament to its relevance and appeal, CAP's cadet program added nearly 2,000 young people to its rolls in 2009. Membership stands at 23,800 youth ages 12-20. Whether belonging to school- or community-based

squadrons, cadets benefit from a complete curriculum that teaches respect, leadership, community service and aerospace education.

Flying is a major attraction for cadets. Besides orientation flights in powered aircraft, they have opportunities to fly in gliders and balloons. Some even earn pilots' licenses.

Regular squadron meetings are augmented by encampments and special activities on a national and even global level. Cadets are exposed to hands-on search and rescue techniques, military history and ceremonies, problem-solving, leadership skills and career exploration.

More than \$300,000 in college and flight scholarships are available to CAP cadets and senior members.



Cadet Lt. Col. Aaron Hanes of the Alabama Wing tells U.S. Rep. Spencer Bachus, R-Ala., about CAP's Missions for America. Cadet participation in CAP's annual Legislative Day visits to Capitol Hill complements the presentations made by wing commanders.

Among the large entourage meeting with U.S. Sen. Carl Levin, D-Mich., are, seated to his right, CAP National Commander Maj. Gen Amy S. Courter and Cadet Staff Sgt. Tonya Guidry and, seated to his left, Cadet 2nd Lt. Brendan Pheley, Michigan Wing Commander Col. Michael Saile, Capt. Al Pheley and Senior Master Sgt. Ernest Morton. Following the members' presentations, Levin commented, "These missions that you perform are a great service to the nation. Your energy and commitment are reassuring."



## AEROSPACE EDUCATION

CAP extends its aerospace education focus beyond its own membership with outreach enrichment programs for schools and youth organizations nationwide. Special emphasis is placed on STEM subjects — science, technology, engineering and math — to ensure America remains a global leader in these critical areas.

The Aerospace Connections in Education program targets younger students with a cross-curricular approach, while older students study from comprehensive CAP-produced texts, build and fly rockets in the CAP model rocketry program and use CAP's Satellite Tool Kit, which exposes them to real-world applications with software for land, sea and space analysis. In 2009, more than 35,000 K-12 students and CAP adult and cadet members at 672 schools and 435 squadrons participated in CAP's Aerospace Education



Taking the lead in explaining to the staff of U.S. Sen. Debbie Stabenow, D-Mich., the numerous ways members of the Michigan Wing serve their communities is Cadet 2nd Lt. Brendan Pheley. On Pheley's right is Cadet Staff Sgt. Tonya Guidry and to his left is CAP National Commander Maj. Gen. Amy S. Courter, who served as Michigan Wing commander from 1999 to 2002.

Excellence Award program, which focuses on the dynamics of aerospace.

Teachers who become aerospace education members of CAP benefit from free educational tools for aerospace education; ultimately, the 1,600 teachers who participate in this program influence more than 96,000 students with aerospace education experiences. CAP also provides orientation flights to teachers. ▲





CAP-U.S. Air Force Commander Col. William Ward addresses CAP senior leaders at the Winter National Board meeting in Washington, D.C.

## CAP conducts business

While in the nation's capital, Civil Air Patrol convened the winter session of its National Board. In a joint presentation, CAP's national commander, Maj. Gen. Amy S. Courter, and its executive director, Don Rowland, along with CAP-U.S. Air Force Commander Col. William Ward, presented an overview to the nonprofit's leadership, including its 17-member National Executive Committee and 52 wing commanders.

Highlights included rising membership — now 59,000 members — and a significant increase — 11 percent — in the number of hours flown for missions and exercises. With its organizational realignment, the cadet program is also flourishing with an almost 11 percent membership increase, a new blog, new textbooks, online testing for advancement and more than 30 national special activities.

Other CAP innovations over the past year include enhancements to the professional development program, which features a new basic officer online training course that has already attracted 1,600 participants.

CAP's safety record was highlighted as being much better than general aviation's. This is very impressive, considering CAP flies more complex mission profiles. CAP is seeing a slight rise in safety incidents, and this is being addressed by the organization's leadership.

CAP continues to invest in upgraded equipment, including planes, ground vehicles, computers and communications technology. Also, new software is being applied to the membership database and inventory management systems.

CAP's role with the Surrogate Predator program, which supports training for deploying military personnel with retrofitted CAP aircraft, has raised CAP's profile and is expected to herald more new missions in defense of America.



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# Civic Leadership Academy

Inspiring America's next generation of leaders

By Kristi Carr



Photo by Capt. Brenda Reed, Maryland Wing

The State Department boasts a fine collection of early American antiques. Here, CLA participants gather at a desk for a mock signing of important documents. From left are Cadet Lt. Col. Jose Machuca of the Texas Wing, Cadet Capt. Sarah Sill of the South Carolina Wing, CLA faculty member Lt. Col. John Erickson Jr. of the Alaska Wing and Cadet Capt. Dannie Fountain of the Michigan Wing.

**A**dmittedly, the prospect of working in the public sector isn't for everyone, but those who peel back the layers can find a sweet core to this type of job. Thanks to those who have gone before them — evolving from Civil Air Patrol cadets to public servants — this year's cadets selected for CAP's Civic Leadership

Academy in Washington, D.C., discovered the motivations for seeking a career in public service.

## At the State Department

Included in a whirlwind of tours for the CLA cadets was one at the State Department, where David Staples is a public affairs specialist assigned to the Bureau of Near Eastern Affairs.





CAP Lt. Col. Sharon Storey, a CIA employee, shepherds a flock of cadets through the agency's famous foyer on one of many tours the Civil Leadership Academy Class of 2010 enjoyed during its week in Washington, D.C.

At lunch, five or six desk officers, who help collect and analyze data by country for one of the State Department's six geographic bureaus, visit informally with the cadets, who have the opportunity to leave their contact information with the officers for possible follow-

up. If a department principal is in-house, the cadets get a photo opportunity.

Staples' years as a cadet preceded the CLA program. Instead, participation in the International Air Cadet Exchange established his career path to public service.

It began when he accompanied some Israeli cadets on their activities in Boston. The friendships he formed continued through letters, where the cadets discussed such geopolitical topics as terrorism and Israeli-Palestinian relations.

By the following summer, Staples was off to Israel for his own IACE experience. Placed with a family near Tel Aviv, he reconnected with his Israeli friends. "It was an eye-opening experience to see how the Israelis live day-to-day," he said.

When it came time for college, Staples chose to study political science and history at the University of Massachusetts-Boston. A professor there helped steer him to the State Department, where he's been ever since.

For Staples and anyone else who decides to enter public service, a real challenge comes when an opinion must be subordinated to a decision made higher up the administrative chain. "You have two options," he said. "Live up to your oath or resign. You have to abide by and support the decisions of the president and the secretary of state."

What keeps him at the State Department — where

After joining CAP's Massachusetts Wing in 1979, Staples took advantage of his cadet years, advancing to serve as cadet commander and achieving the Gen. Carl A. Spaatz Award, the highest honor a cadet can receive. He is now a major in the Maryland Wing. His involvement with CLA since its inception seven years ago demonstrates his interest in helping current generations of CAP cadets.

Citing CLA as one of the best programs with which he's dealt, Staples called it "wonderful for those who are interested in government service and how government works." He likes the traits he sees in the CAP cadets who typically participate in CLA.

"Most have higher ranks, captains to colonels, with several years of education already behind them," he noted. "And most are good students with an interest in serving the U.S., whether through the military or government. The CLA experience helps them make informed decisions on what they want to do after their formal education."

While at the State Department, CLA cadets toured the operations center to see how the U.S. stays in touch with its embassies and traveling executives and how it responds to global emergencies. "I also try to get them into the diplomatic reception room, which is filled with a historic collection of early American furnishings from the 1700s," Staples added.

he wryly notes his long career has been at the service of two political dynasties, Bush and Clinton — is the interesting, meaningful work.

“It’s very stimulating,” Staples said. While foreign policy is filled with long-standing issues, he said, “At least three to four times a month something new comes up, and you are challenged to come up with some answers. You can have tremendous responsibility, especially in times of crisis.”

That provides the sort of rush that Staples sees as motivating “CAP-types.” Moreover, he senses a shifting focus for career paths from the 1990s, when money was the motivator. “Serving your country through the military or public service,” he said, “is one of the most noble things you can do.”

## At the CIA

During their week in the nation’s capital, CLA cadets also had the opportunity to walk the halls of the CIA, thanks to arrangements made by Sharon Storey, a CIA recruiter and also a CAP lieutenant colonel assigned to National Headquarters.

Being a recruiter, Storey explained, is the key that allows her to bring the CAP cadets into the CIA compound, which has stringent requirements for visitors. “As a recruiter,” she said, “I am always looking for individuals who might be interested in pursuing a career in the intelligence community and CIA specifically. This is a great opportunity for us to showcase our organization as well as dispel some of the myths about what we do.”



Photos by Capt. Brenda Reed, Maryland Wing

Following a suggestion from an earlier CLA graduate, the cadets stop at Arlington National Cemetery, where they place a wreath at the Tomb of the Unknowns and honor all who died in service to America with their salutes.



One such opportunity produced an interesting story from a previous CLA tour. Storey recalled that the visiting CLA cadets, hard to miss in their CAP uniforms, were touring the agency's museum when an editor for the CIA's World Fact Book, one of its premier publications, stopped to ask about them. He was so impressed that, before they left the building, he provided each of the cadets with a copy of the book — and later he learned more about CAP, eventually joining, along with his daughter.

Storey sees her efforts on behalf of CLA as a way to give back to the organization, which she joined as a cadet in the California Wing. "CAP had a real impact on my life, and I am the first to say that much of my success can be attributed in large measure to the experiences and lessons I learned as a cadet," she said.

Spending 11 years as an international flight attendant, followed by six working for the U.S. House of Representatives and at the Pentagon for the assistant secretary of the Navy, was not the usual route to get to her current job, Storey admitted. She credits having mentors along the way.

"That's where CAP can play such a huge role in helping educate and guide young people in the right direction," she said, citing the top-notch senior members who organize CLA, such as Lt. Col. William Brockman, this year's program director.

"I have a great job!" Storey declared. "Working to identify the best and the brightest across the country, people who want to serve their country and make a contribution, is very cool. There is nothing more satisfying than going home at night knowing your efforts have made a difference."

## From CLA to Public Service

Some of CLA's first cadets have now graduated from college and entered the work force. Capts. Sharon Weeks and Jackie M. Briski are two CLA alumnae who have chosen the public service path.

Following her Princeton University education, Weeks took a job as a research assistant for the Henry M. Jackson Foundation for the Advancement of Military Medicine in the Military Amputee Research Program at Walter Reed Army Medical Center. The projects she is involved with include new therapies for phantom limb pain, tests of nerve transfer surgeries that can give upper limb amputees greater control over their prostheses,

treatments for excessive sweating associated with prosthesis wear and the formation of ectopic bone — bone where it shouldn't be — in patients with blast-related amputations.

While a lot of what she does consists of writing grants and protocols for these research projects, she also sees amputee patients returning from combat in Iraq and Afghanistan, a sobering experience.

Weeks said her 2004 CLA participation had a considerable impact. "The cross-fertilization that happens through top cadet leaders sharing best practices and working through problems is one of the greatest parts of the activity," she said. "Having cadets from different backgrounds and all areas of the country meant that a lot of different perspectives were brought to the table."

This is the second year she has served as a CLA faculty adviser — her way to "pay it forward" for the help she received from CAP senior members when she was a North Carolina Wing cadet.

"I love that my job involves working with our nation's wounded warriors ... the idea that I can provide a little bit of comfort or demonstrate through the scientific process that a new treatment or therapy is worthwhile," Weeks said.

Like Weeks, Briski, who attended CLA in 2005, went on to attend the 2005 Organization of American States General Assembly. There, she fell in love with Latin American culture and language.

Today the former Colorado Wing cadet teaches Spanish and lives in the female dormitories as a resident supervisor at Massanutten Military Academy, a coeducational military middle and high boarding school in Woodstock, Va. The author of two undergraduate research papers dealing, respectively, with U.S. foreign policy toward Bolivia and Guatemala, Briski uses the knowledge she gained through her CLA visits to the CIA and the State Department to help guide her students as they explore opportunities for advanced studies and, eventually, careers in foreign relations.

"The CLA was one of the best experiences I had as a cadet," explained Briski, who served on the senior staff for this year's program. CLA helped lead her to a job in service, which she recommends to everyone. "There are many opportunities for us to give back to our communities and help make our nation — and, in turn, our world — a better place," she said. ▲

## Civil Leadership Academy Class of 2010


- **Alabama Wing** — Cadet Maj. Jonathan Ernest, Chilton County Composite Squadron.
- **Alaska Wing** — Cadet 1st Lt. Jennifer Coisman, Mat-Su Valley Cadet Squadron.
- **Arizona Wing** — Cadet Col. Matthew Bricker, Cottonwood Cadet Squadron 212.
- **California Wing** — Cadet 1st Lt. Joelah Bruccoleri, Skyhawk Composite Squadron 47.
- **Florida Wing** — Cadet 1st Lt. William Woodham, Pasco County Composite Squadron.
- **Kentucky Wing** — Cadet 2nd Lt. Colin Burke, Campbell County Composite Squadron.
- **Louisiana Wing** — Cadet 2nd Lt. Brett Denehan, Barksdale Composite Squadron.
- **Maryland Wing** — Cadet Maj. Alice Chan, Howard Composite Squadron, and Eashan Samak, St. Mary's Composite Squadron.
- **Michigan Wing** — Cadet Capt. Dannie Fountain, Selfridge Cadet Squadron.
- **Missouri Wing** — Cadet Maj. Joshua Carr, Springfield Regional Composite Squadron.
- **Nevada Wing** — Cadet 2nd Lt. Jeni Crandy, 70th Cadet Squadron.
- **New Hampshire Wing** — Cadet Col. Vincent Van Dintel, Highlanders Cadet Squadron.
- **New York Wing** — Cadet Maj. Mark Teubl, Ulster County Composite Squadron.
- **Ohio Wing** — Cadet Capt. Bonnie Wilshire, Harrison Composite Squadron.
- **Pennsylvania Wing** — Cadet Capt. Nicholas Cocco, Delco Composite Squadron 1007.
- **South Carolina Wing** — Cadet Capt. Sarah Sill, Spartanburg Composite Squadron.
- **South Dakota Wing** — Cadet 2nd Lt. David Small, Lookout Mountain Composite Squadron.
- **Tennessee Wing** — Cadet Lt. Col. Benton Beasley, Murfreesboro Composite Squadron.
- **Texas Wing** — Cadet Lt. Col. Jose Machuca, Plano Mustangs Composite Squadron.
- **Utah Wing** — Cadet Lt. Col. Cheston Newhall, Thunderbird Composite Squadron.
- **Virginia Wing** — Cadet 2nd Lt. Mary Herman, Newport News Composite Squadron.
- **Washington Wing** — Cadet Capt. Jordan Watson, Green River Composite Squadron.
- **Wyoming Wing** — Cadet Maj. Heather Gould, Cloud Peak Composite Squadron.

With only 24 chosen, it was an honor to be counted among the cadets attending the 2010 Civil Leadership Academy, gathered here for a class photo at the base of the Washington Monument on the D.C. Mall.



Photo by Capt. Brenda Reed, Maryland Wing





Civil Air Patrol Capt. Rick Sass sits in a sunken World War II fighter in Truk Lagoon in the Central Pacific during one of his many diving adventures.

Sass called on his experience as a diver and a CAP pilot recently when he and other members of his dive tour group witnessed a small plane crash in the waters off Bonaire in the Caribbean. Thanks to the actions of Sass and members of his group, nine of the 10 people aboard the small plane were quickly plucked from the ocean and survived, basically unharmed.

*By Jennifer S. Kornegay*

# Cool, calm and collected

**Michigan Wing's Rick Sass in the right place at the right time**



“

“I wouldn’t want anyone other than Rick Sass nearby if I were in a

plane crash,” Michigan Wing Capt. Al Pheley said. Pheley believes Sass, his friend and fellow captain in the Kellogg Field Senior Squadron in Battle Creek, is a great guy to have around anytime — particularly in an emergency situation like the one Sass found himself in this past October.

Sass, a scuba diving instructor and dive shop owner for more than 30 years, was leading a dive tour group in the waters off Bonaire in

the Caribbean when the unthinkable happened. While on a break between dives, he and others on the dive boat saw a small plane crash into the ocean. “It happened behind us. One guy saw it hit the water the first time and yelled, so we all turned around,” he said. “The plane actually skipped off the water and then hit again, nose down. It was really surreal to see it happen.”

A Civil Air Patrol pilot for 18 years, Sass has worked his share of search missions, but in most cases a rescue has never been necessary. “I’ve been chasing down ELTs and doing mission work for years, and 90 percent of the time you find them sitting in the hangar,” he said. “So to see this plane crash right before my eyes was crazy.”

Both his CAP and diving experiences have ingrained a constant readiness in Sass, made evident by his swift reaction to the unfolding crisis. “As soon as it happened, I got the boat moving toward the crash site,” he said.



A CAP pilot for 18 years, Capt. Rick Sass smiles while at the controls of his Navion 4045K, above, an L-17 with stars and bars and a U.S. Army paint job that he and a partner reluctantly sold two years ago. “Flew great and was built like a tank!” Sass said. “Just couldn’t fly it and the CAP bird enough to feel like I was doing either any justice or staying safe.” He continues to fly regularly with the Michigan Wing’s Kellogg Field Senior Squadron in Battle Creek.

“We got over there in about six minutes and saw people were floating in the water with their life vests on. They were saying the pilot was still in the plane. Before the boat was even stopped, I had jumped in the water with my dive gear to see about getting the pilot.”

Almost instantly, though, Sass recognized that the plane had already sunk too far to be reached. “It was already down over 400 feet,” he said. “I couldn’t get to it. We helped the others out of the water, checked to make sure they were all OK, which they were, and that was about all we ended up doing.”

Though he was ready, willing and able to use them, Sass’ diving skills weren’t needed that day, so he’s hesitant to call this a rescue. “It was not as much a rescue — more of a recovery,” he said. “I know how to do an underwater rescue, but we never went down. It was obvious it was just too deep.”

Despite his downplaying the event, others — like



Pheley — see a little more. “I’m not surprised that Rick thought quickly and clearly and responded to the situation like he did,” he said. “Not everybody could do that. One of those people in the water could have been injured, and getting to them so fast was critical. I’ve watched him in CAP and hold him in very high regard. Safety is always No. 1 with him.”

Pheley first met Sass when he took diving lessons from him. “He continually reinforced to us as dive students the importance of being aware of others and what to do to help them if needed,” Pheley said.

Sass started diving in college and never stopped. “I got involved in diving in the many lakes in my area, including the Great Lakes,” he said. “We’ve got some of the best shipwreck diving in the world here.”

Diving isn’t all fun and games for Sass, though. “I do a lot of rescue training, and I’ve worked on a couple of rescue teams,” he said. “I have done a few body recoveries, and that can be scary stuff in dark lakes.”

His rescue diving work and his skills as a pilot made Civil Air Patrol a good fit, so when Sass was introduced to the program, joining was an easy choice. “A pilot friend of mine was a CAP member but had to leave it due to work restrictions. He literally handed me his uniform and said, ‘You’d like these guys.’ So I went to a meeting, and he was right,” Sass said. “I realized what a great group of people they are and decided I wanted to be a part of it.”

The cause of the crash in Bonaire was the loss of one of the plane’s two engines. Nine of the 10 people in the plane survived, basically unharmed. They said the pilot bumped his head and was unconscious, and they couldn’t get him out before the plane filled up with water.

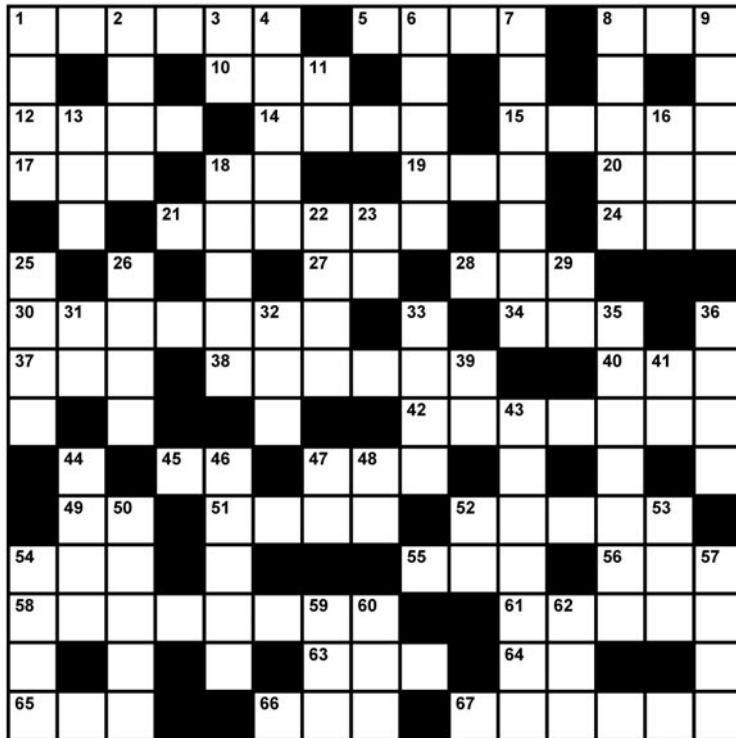
“Floating in the water, I found the emergency single-engine landing procedures check list,” Sass said. “It was probably the last thing the pilot was reading. The event really reaffirmed everything I’ve ever learned as a pilot, in CAP and in diving: Always be prepared.” ▲



# Civil Air Patrol Crossword

Crossword by Myles Mellor  
www.themecrosswords.com

Answers on page 44



## Across

- 1 He played a formative role in the founding of CAP, Gill Robb \_\_\_\_
- 5 Color of the circle in the Civil Defense insignia
- 8 Top flier
- 10 Silent approval
- 12 Fly on one's own
- 14 Cockpit feature
- 15 It can be a vital part of a rescue in desert terrain
- 17 Up to then, old way
- 18 Santa \_\_\_\_
- 19 Stars and Stripes land
- 20 Undivided
- 21 Type of mission that is declared when an aircraft is determined to be missing
- 24 Color of the propeller in the original CAP insignia
- 27 Engine strength measurement
- 28 Out of place
- 30 \_\_\_\_ L-16: one of the postwar CAP planes
- 34 Morse Code alert
- 37 \_\_\_\_ Grande
- 38 Tom Cruise breakthrough film (2 words)

- 40 Threesome
- 42 Number of dollars of their own money spent by CAP pilots to fight WWII on the home front
- 45 Motor vessel, for short
- 47 Apple seed
- 49 Capital city
- 51 Popular summer program that CAP ran during the Cold War years, abbr.
- 52 This annual national conference to promote aerospace education was put on by CAP leaders, abbr.
- 54 Most of the CAP action in WWII took place over the \_\_\_\_
- 55 Symbolic tree
- 56 Operations, abbr.
- 58 Cofounder of the "Wings of Hope" charity
- 61 \_\_\_\_ boom
- 63 Pivotal
- 64 Exists
- 65 The signal that revolutionized search and rescue in the 1970s
- 66 It became an auxiliary of the USAF in 1948
- 67 Banner

## Down

- 1 Heading
- 2 Downtime
- 3 \_\_\_\_ board
- 4 Pushed forward
- 6 Burst into flame
- 7 One of the CAP heroes who became the first to receive air medals in WWII, Eddie \_\_\_\_
- 8 In the early 1940s this actress worked at the CAP anti-sub base in Brownsville, Texas: Mary \_\_\_\_
- 9 Made a big mistake
- 11 \_\_\_\_ Havilland
- 13 Engine need
- 16 Flier's dir.
- 18 False move
- 22 Brit. bloke
- 23 Wire
- 25 \_\_\_\_ storming, wild flying
- 26 Key part of a plane, for short
- 29 Carry out
- 31 Emotional intelligence, for short
- 32 Machine part
- 33 Leap
- 35 One of the original CAP planes used in WWII: \_\_\_\_ 10As
- 36 Plane part
- 39 Nickel, abbreviation
- 41 Radio, abbr.
- 43 Fixes, on a target for example (2 words)
- 44 Plan
- 46 The nation's first "aerial fire warden" Commander Jack \_\_\_\_
- 47 Computer
- 48 That is, for short
- 50 Capt. Kendall started this CAP program on Oct. 1, 1942
- 52 Sodium symbol
- 53 Prefix with center
- 54 Loafer, e.g.
- 57 Slow \_\_\_\_ video: new technology used by CAP planes
- 59 Letters before an alias
- 60 Yes!
- 62 CIA predecessor



# Rescue in the snow

**CAP response helps save Arizonans stranded by sudden storm**

Photo by Maj. Dan Shearer, Arizona Wing



Maybe because he's a pilot, Lt. Col. Chuck Bendixen, who flew the CAP search plane, knows a thing or two about the weather in Arizona. "A lot of people think it's so warm in Arizona," said Bendixen, deputy commander of Dan Kenney Composite Squadron 201 in Flagstaff. "But Flagstaff, at 7,000 feet above sea level, averages 209 days per year where temperatures dip below freezing, and we typically get 110 inches of snow each winter."

*Civil Air Patrol's Arizona Wing was credited with 54 saves in a single mission — a new record — for one of the more unusual search and rescues in the organization's history. The situation was not a sudden catastrophe like the crash of a large plane, but rather small groups of people — unknown to one another — who had the misfortune to be in the wrong place at the wrong time. Some were hunters; others were out looking for the perfect Christmas tree. All were caught in a snowstorm that steadily dumped up to 3 feet of snow outside Flagstaff over a handful of days.*

*By Kristi Carr*

**T**he snow had been predicted for more than a week, but those who ventured out into the Coconino National Forest figured they could either get in and out of the area before the storm hit or ride it out because they were well-equipped with four-wheel drive vehicles and trailer rigs with all the comforts of home.

But as the snow continued to fall, their vehicles mired and their food and heating supplies dwindled. In

a forest covering thousands of square miles, where signs of civilization consisted of a handful of scattered campsites, many also found their radios and cell phones did not work.

Lt. Mark Christian with the Coconino County Sheriff's Office said the first alert came in as a 911 call from a group that included a pregnant woman and three young children. They had gone to the forest looking for a Christmas tree, but even with four-wheel drive, they could not get traction in the deepening snow. Crews



were dispatched from the sheriffs' offices in Coconino and Gila counties and the Arizona Public Service Co. The first crew became snowbound itself in Holbrook, but thanks to a good description of the storm victims' locale, searchers from the other two agencies were able to move them to safety.

By the third day of the storm, hunters — despite being well-equipped — began to realize that they, too, were trapped. Those who could get calls through started making them. Other calls came in from families worried about overdue loved ones. Christian described the call volume as “blossoming.”

The time had come for the rescuers to request more help.

## Choreography of a massive rescue

With another major storm predicted within 24 hours, the situation was urgent.

The sheriff's office initially contacted Arizona's Game and Fish Department. At first they had logistical questions, said field supervisor Larry Phoenix. The sheriff's office wanted to know where the hunters were likely to be, since members of Phoenix's agency have firsthand knowledge of the forest's campsites and favorite hunting and fishing grounds. They also wanted to get a handle on how many hunters might be in the forest.

The answer to the latter question was sobering. Antlerless elk season had just begun, and more than 3,300 hunters had elk tags.

Faced with heavy snow and thick vegetation, the sheriff's office prioritized air reconnaissance. In addition to CAP, they contacted Arizona Public Service and the state Department of Public Safety for helicopter assistance, and a local aviation company contributed a small aircraft. In addition, Arizona Game and Fish provided a Super Cub. Because of their familiarity with the terrain, Game and

Fish staff accompanied some of the aircrews.

“I'd been trying to get my foot through the door with them for the last 3½ years,” said Maj. Dan Shearer of CAP's Dan Kenney Composite Squadron 201 in Flagstaff, “but, with this, we walked right through that door. They liked that we were not only available, but available quickly.”

## Part of a team effort

Though grounded for a day by bad weather, CAP aircrews found three camps, each with eight or nine vehicles around it. Some people waved off the rescue, but eight stranded individuals indicated they wanted help, and CAP redirected ground crews to their location.

In all, 54 people were helped out of the area, transported by helicopters, snowmobiles or Sno-Cats provided by Gila and Coconino counties, Arizona Public Service and Recreation Resource Management. One person died during the storm when high winds blew a tree onto his tent while he slept.

Because CAP assisted in the overall rescue, the Air Force Rescue Coordination Center credited the wing

with 54 saves.

“It was an excellent partnering effort on the part of all these agencies,” Christian said.

As Lt. Col. Brian Ready, mission incident commander, said, “This was an awesome chance for CAP to work with all these other agencies to save 54 people. It shows how CAP is integrated into the community. The system worked the way it was supposed to work.” ▲



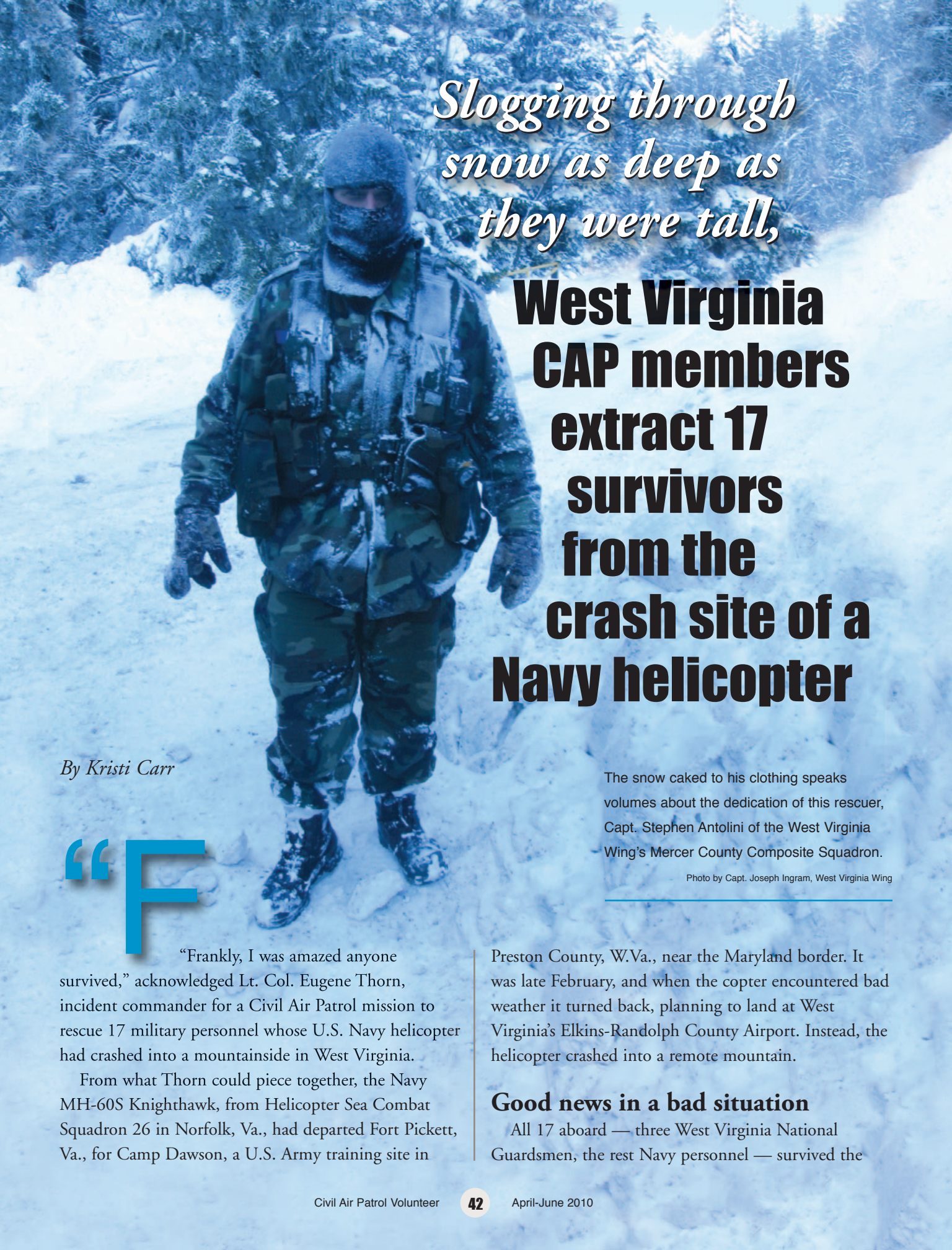
Photo by Lt. Col. Chuck Bendixen, Arizona Wing

It took teamwork to pull 54 people out of harm's way. Part of that team included Lt. Mark Christian of the Coconino County Sheriff's Office and CAP Maj. Dan Shearer, commander of Dan Kenney Composite Squadron 201.

Background: From above, the Coconino National Forest looked like a winter wonderland, but on the ground the snow made travel impossible by anything other than snowmobile or Sno-Cat. Rescued hunters who had to abandon their travel trailers and mobile homes will need to wait until late spring to retrieve them.

Photo by Lt. Col. Chuck Bendixen, Arizona Wing





*Slogging through  
snow as deep as  
they were tall,*

## **West Virginia CAP members extract 17 survivors from the crash site of a Navy helicopter**

*By Kristi Carr*

“F

“Frankly, I was amazed anyone survived,” acknowledged Lt. Col. Eugene Thorn, incident commander for a Civil Air Patrol mission to rescue 17 military personnel whose U.S. Navy helicopter had crashed into a mountainside in West Virginia.

From what Thorn could piece together, the Navy MH-60S Knighthawk, from Helicopter Sea Combat Squadron 26 in Norfolk, Va., had departed Fort Pickett, Va., for Camp Dawson, a U.S. Army training site in

The snow caked to his clothing speaks volumes about the dedication of this rescuer, Capt. Stephen Antolini of the West Virginia Wing’s Mercer County Composite Squadron.

Photo by Capt. Joseph Ingram, West Virginia Wing

Preston County, W.Va., near the Maryland border. It was late February, and when the copter encountered bad weather it turned back, planning to land at West Virginia’s Elkins-Randolph County Airport. Instead, the helicopter crashed into a remote mountain.

### **Good news in a bad situation**

All 17 aboard — three West Virginia National Guardsmen, the rest Navy personnel — survived the



crash. A later assessment by a senior medical professional at the scene determined none had sustained life-threatening injuries, but some had broken bones and other injuries that precluded them from walking, and four were trapped in the wreckage.

Weather conditions and terrain worked against the survivors. A snowstorm was raging, adding to the 300 inches of snow the region had received in the previous six weeks, and the crash site was on the side of a wooded mountain that rose at the steep angle of 60 degrees.

Still, the crash site had its benefits. It was within a few miles of a major ski resort, and railroad tracks ran nearby — both factors that would loom large in a rescue attempt. Best of all, help was on the way, including members of the West Virginia Wing's Mercer County and Beckley composite squadrons.

## Just reaching the scene the first of many struggles

As soon as he heard about the crash from the Air Force Rescue Coordination Center, Thorn contacted the local CAP units, letting them know the Navy had been in communication with the downed copter and that all 17 aboard had survived. At the Mercer County squadron, Capt. Stephen Antolini supervised his team members as they loaded a CAP four-wheel-drive truck with 24-hour packs, water, cold weather gear, blankets and sleeping bags.

CAP ground team members traveled as much as 150 miles on snowy roads to reach the area while Thorn managed the incident from a remote location.

With the sun almost down, a West Virginia Army National Guard HH-60 Black Hawk helicopter, with help from a C-130 airplane, succeeded in locating the crash site. When landing the helicopter proved impossible because of conditions on the ground, two medics were lowered on ropes within 200 yards of the wreckage.

When the medics landed, however, they found themselves neck-deep in snow. It took them another 2½ hours to reach the crash site. Not much later, CAP members were in the area.

In a straightforward assessment of the situation, Maj. David Chaney of the Beckley squadron said

simply, "The challenges we addressed were severe snow cover, remote patient recovery and remote communications."

## Necessity is the mother of invention

Thorn knew more equipment would be needed to pull off this rescue than what his CAP volunteers had with them. This is where having a large ski resort in the area proved crucial. Besides providing portable heaters, backboards and sleds, Shavers Fork Fire Rescue Inc., near Showshoe Mountain Ski Resort's Silver Creek lodging area, also dispatched rescuers on snowshoes, which helped tamp down the snow to make it easier for others to navigate. Thorn also was thankful to the resort for its ski slope groomers and Sno-Cats.

But the extreme depth of the snow was more than a match for even this heavy equipment. That's where the railroad tracks came into play.

From 10 p.m. to 2 p.m. the following day — 16 long hours — the rescue operation went like this:

Those who could walk were led down the slope toward transportation, while the most severely injured were carried down the mountain one at a time by sleds, which required a four-man team to pull them more than 1,000 yards down the steep grade. A groomer, perched atop the railroad tracks, was waiting at the bottom but



Photo by Capt. Stephen Antolini, West Virginia Wing

Equipment like this Sno-Cat, provided by a nearby West Virginia ski resort, was critical for extracting 17 survivors from the remote mountainside crash site of a downed Navy MH-60S Knighthawk. The chopper crashed into the mountain near Elkins, W.Va., during a snowstorm.



could carry only a few at a time.

During the time it took the groomer to carry its load and return to the crash site, rescuers had just enough time to get the next victim down the slope by sled.

Traveling along the path provided by the railroad tracks, the groomer transported the injured away from the crash site and toward help. The severely injured went by twos, accompanied by a medic. About two miles into its trek, the groomer encountered a small bridge, where rescuers had to hand-carry the victims, strapped to litters, across the bridge to another, larger Sno-Cat. After another few miles, the survivors arrived at the triage center for further evaluation.

There the two cadets on the mission — Cadet Master Sgt. Michael Chaney and Cadet Tech. Sgt. Michael Kelley, both from the Beckley Composite Squadron — signed in the crash victims and took information from them. A helicopter took the four most severely injured to the University of Virginia Medical

Center in Charlottesville, while others followed in ambulances to the closer Davis Medical Hospital in Elkins, W.Va.

Those apparently uninjured were transported to the Elkins hospital in the same CAP vehicle that had delivered some of their rescuers. “This is not normally done,” Thorn said. Then again, much of the rescue plan had depended on CAP ingenuity.

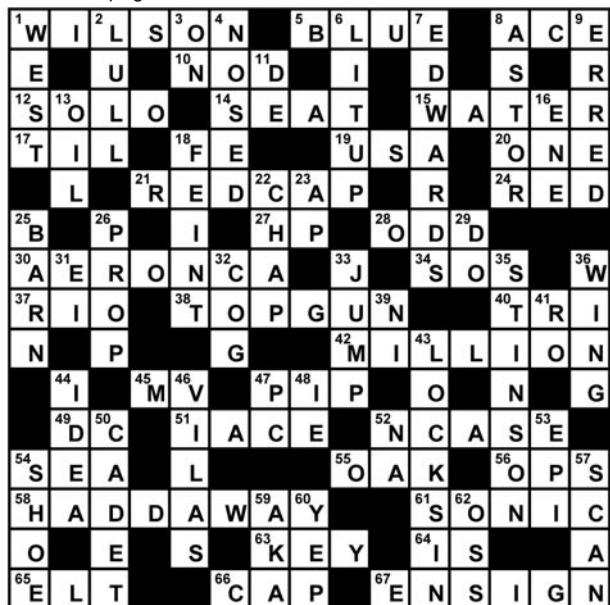
## Above and beyond

With 17 lives in the balance, did Thorn feel the clock was ticking? “Absolutely!” he replied unequivocally. In his estimation, this rescue was “the hardest mission West Virginia Wing has been on in 30 years.” In this classic tale of man versus nature, he has requested citations for both responding CAP units, whose 10 participating members went “above and beyond the call of duty.” ▲

Background: Judging from photos like this, depicting the crumpled chopper, Lt. Col. Eugene Thorn, CAP incident commander, surmised the Navy aircraft had hit hard, with little warning it was so close to the mountain.

Photo by Capt. Stephen Antolini, West Virginia Wing

Puzzle on page 39



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With his love of cadets,  
the rescue of a B-52 co-pilot  
and the purchase of an aircraft with Green Stamps,

# *Brig. Gen. William 'Pat' Patterson made CAP history*



By Maj. Steven Solomon

T



Photo by Susan Robertson, CAP National Headquarters

The passing of Civil Air Patrol's first national commander from the volunteer ranks, Brig. Gen. William M. "Pat" Patterson, at age 83 in Punta Gorda, Fla., did not go unnoticed. A fall memorial service at Camp Fretterd Military Reservation in Maryland drew original members of the squadron he started in Parkville, Md., when he joined CAP in 1950.

"It was a thrill to have them there," said Ann Patterson, his widow. "That was his pride and joy. He had quite an active squadron." Indeed, records showed Patterson's squadron became so popular it exceeded the rest of the wing's combined

Brig Gen William M. Patterson, chairman of the national board from 1973-1975 and national commander from 1975-1976, third from left, joined other national leaders for this portrait during the 2008 National Board meeting in Orlando. They are, from left, Maj. Gen. Richard L. Bowling, national commander, 2001-2004; Brig Gen. Richard L. Anderson, national commander, 1993-1996; Brig Gen. S. Hallock du Pont Jr., chairman of the national board, 1970-1973; and Maj. Gen. Dwight H. Wheless, national commander, 2004-2005.



membership in those early years.

Patterson later became a member of the Maryland Wing staff and served as the wing's executive officer. He was appointed wing commander in 1960 and served for the entire decade — the longest term of service ever recorded in the wing, then and now.

"I got reacquainted with him when I was the Maryland Wing commander," said Col. Larry Trick, who was a cadet when he first met Patterson. "We had many great and memorable discussions, especially about the legendary project to buy an airplane with Green Stamps."

Trick recalled the well-documented story of how Patterson and his wife came up with the idea for "Operation Trading Stamp," convincing the squadron commanders to set a three-book quota for all the wing's senior and cadet members, who numbered about 1,500 at the time.

Although the president of S&H Green Stamps was skeptical it could be done, after four years of saving and pasting, a \$9,500 white-and-red Piper Cherokee B was delivered in 1964 and christened MD-CAP 1. Ann Patterson broke the bottle of champagne over the plane's prop blades while TV news crews and press photographers covered the presentation ceremony at what was then Friendship International Airport in Baltimore.

"Everybody chuckled," said Ann Patterson, who was a CAP major at the time and handled public affairs. "We had more Green Stamps than had ever been collected."

Another famous story about Patterson, then serving as Maryland Wing commander, involved one of the most famous search missions ever undertaken by CAP. In January 1964, a raging blizzard ripped off the tail section of a B-52 armed with two thermonuclear

weapons. Learning the bomber crashed in a mountainous part of the state, CAP was assigned to search for the five-man crew. They spotted the co-pilot, Capt. Parker C. Peedin, after he had spent 36 hours on the ground.

"Mack Peedin, snug in his life raft, was still lost, and it was still snowing," wrote Newhouse News Service national security correspondent David Wood, who came across the bomber's wreckage on a backpacking trip in western Maryland in 1996 and then published an account of the crash. "His Air Force-issue waterproof survival matches wouldn't light, so he got out his Zippo and lit a fire. All that day, Monday, he called on his hand-held UHF radio, but got only silence.

"Tuesday dawned bright and clear and bitter cold. Peedin could hear airplanes flying around. One small plane, a Civil Air Patrol volunteer, floated into sight. Peedin leapt up and flashed his signal mirror. The plane flew directly over him, waggled its wings and flew away.

"Pretty soon, four volunteer searchers waded up to where Peedin was standing in the snow, rehearsing his rescue line: 'Welcome to my living room, boys.' "

Patterson, who served as mission coordinator for the search and reported directly to Gen. Curtis LeMay, then the Air Force chief of staff, received a personal commendation from the Air Force secretary.

In 1969, Patterson was appointed commander of CAP's Middle East Region, holding that position until he was elected vice chairman of the National Board in 1970. He was promoted to brigadier general when he was elected chairman of the board

in 1973.

At that time, a U.S. Air Force officer was dual-hatted as the CAP-U.S. Air Force commander, while the senior ranking CAP volunteer carried the title chairman of the national board. In 1975, a change to the CAP Constitution and Bylaws moved the title of national commander from the senior Air Force leader to the



In September 1975, Patterson became the first CAP national commander from the volunteer ranks. He held the position until September 1976.

senior CAP leader.

So, in September 1975, Patterson became the first CAP national commander from the volunteer ranks. He held the post until September 1976.

Patterson is credited, along with previous national board chairmen Brig. Gens. S. Hallock du Pont Jr. and Lyle Castle, with introducing the cadet program, the basics of which are still used today.

"He believed very much in the cadets and would do anything he could to assist them in any way," Ann Patterson said. "He worked to give cadets every

opportunity that was possible for them to have."

Before joining CAP, Patterson served in the Army Air Force, flying B-24 Liberators in Europe during World War II. He retired as a lieutenant colonel in the reserve.

"As an Air Force Reserve officer he accumulated over 5,200 flying hours and held multiple ratings, the most unique being one of only eight rotorcraft ratings issued to a small group that mastered the gyroplane," said Lt. Col. John Knowles, Maryland Wing vice commander, who researched Patterson's biography as project officer for the memorial service, which featured a eulogy by former CAP national commander Brig. Gen. Richard L. Anderson.

"Delivering CAP's final tribute to Gen. Pat Patterson was simultaneously the hardest and most satisfying duty I have ever performed in 40 years of Civil Air Patrol membership," Anderson said. "As secretary of CAP's national advisory council, I worked

with him on a frequent and regular basis, something I enjoyed immensely because I first met him when I was a teenage CAP cadet colonel and he was the sitting national commander."



Photo by Capt. Brenda Reed, Maryland Wing

Brig. Gen. Richard L. Anderson, CAP national commander from 1993 to 1996, presents a U.S. flag to Ann Patterson at the memorial service for Brig. Gen. William M. "Pat" Patterson.

Patterson's grandson, Brian Roche, remembers that his grandfather owned a large lot in Hunt Valley, Md. "He had a gyroplane at his home. I was only 6 at the time, but it is in my early memory of him."

Roche's son, Nicholas, 13, is a cadet in Maryland's Carroll Composite Squadron.

"I sincerely believe Nick's interest and pride in becoming a Civil Air Patrol member

is due to his great-grandfather's continued interest and pride in what the cadet program offers the youth of America," said Ann Patterson, the teenager's great-grandmother.

Nicholas Roche, who affectionately called his great-grandfather "General," as did Patterson's other children, grandchildren and great-grandchildren, agreed. "He was always talking about flying, and it interested me," the cadet said. "After I joined CAP he told me he was really proud."

Nicholas' squadron commander, Capt. Brenda Reed, said his pride in his great-grandfather was evident when Nicholas placed third in the wing's recent annual public speaking competition for a speech about Patterson.

Asked how Patterson would have felt about that, Ann Patterson, who admitted she hadn't known about the speech, didn't hesitate for a second: "He would've popped his buttons," she said. ▲



# *Thrill Sharing*

## **CAP expands orientation flights to include Air Force Junior ROTC**

By Kristi Carr

**W**hen Col. Richard J. Ragaller became director for the U.S. Air Force's Junior ROTC program, he wanted to increase opportunities for cadets to take orientation flights — that first, up-close look at how planes fly. He soon discovered his answer was waiting at Civil Air Patrol National Headquarters, just down the street from his Maxwell Air Force Base office in Montgomery, Ala.



Jessica Adame, an Air Force Junior ROTC cadet from Prescott High School in Prescott, Ariz., called her CAP orientation flight "totally the best experience I've ever had!"

Photo by Col. Denny Peeples, Arizona Wing

### **CAP's expanded role**

With CAP already offering orientation flights to college-based ROTC programs, expanding the program into high school Junior ROTC seemed a natural progression.

The Air Force program has been ongoing for more than 18 months, with CAP flying more than 2,000 Air Force Junior ROTC cadets to date.

Ragaller estimates CAP's 40 percent share of Air Force Junior ROTC's orientation flights will balloon to 60-65 percent, with the balance handled by non-CAP pilots.

### **The CAP advantage**

Orientation flights offered through CAP are required to be within an easy drive for the Air Force cadets. Ferry flights, where CAP planes go to the students' location, are not generally permitted. The Air Force has allocated funds to reimburse CAP for orientation flight costs, and, where available, choosing CAP over a fixed base operator often makes good fiscal sense.

Said retired Col. Denny Peeples, a Junior ROTC teacher at Prescott High School in Prescott, Ariz., "It's smart to keep Air Force funds with Air Force people."

He's found CAP flights cheaper — at approximately \$100 per flight, about half the cost of one by local operators. Peeples, who is also a CAP instructor and evaluator for Prescott Composite Squadron 206, has gotten his fellow CAP officers to volunteer to take his students on orientation flights.

“Our orientation flight program with CAP has worked well for the Air Force and our Air Force Junior ROTC cadets,” said Greg Winn, deputy director of Junior ROTC. “We’re excited to be a part of CAP.”

CAP benefits, too. John Salvador, CAP’s director of missions, explained: “This provides CAP units across the country with a unique opportunity to perform other flying missions, and flying Air Force Junior ROTC cadets helps promote all of CAP’s congressionally chartered missions — emergency services, cadet programs and aerospace education.”

## The importance of orientation flights

“Orientation flights,” Ragaller said, “are designed to expose our cadets to aviation.” Stressing that Junior ROTC is not a recruiting program for the Air Force, he sees it as a citizenship curriculum striving to instill leadership and character, similar to CAP’s cadet program. He feels it’s a natural segue into college programs on science, engineering, technology and mathematics.

Air Force Junior ROTC aims these flights at high school juniors to entice them to return as seniors and leaders in the program, to coincide with making choices about colleges and to furnish an incentive for younger cadets to stay with the program. As a practical matter, Ragaller noted, “With 101,585 cadets last year, we just can’t afford to fly everybody.”

### Interesting ...

- Did you know all military services must have a junior program? It’s a congressional mandate.
- While the numbers are not huge, some high school students are cadets in both U.S. Air Force Junior ROTC and Civil Air Patrol.

Air Force Junior ROTC has 884 units throughout the U.S., Puerto Rico, Guam, Japan and Europe. High schools must request the program, which is taught by retired Air Force officers and noncommissioned officers. Funding for orientation flights by CAP is coordinated through Air Force Junior ROTC headquarters.

## What’s next?

Orientation flights may be just the tip of the iceberg. Ragaller has bigger plans for Air Force Junior ROTC and CAP collaboration.

For example, he’s excited about Junior ROTC cadets from Norco High School partnering with Corona Cadet Squadron 29 in California to learn how to set up a casualty collection point in the event of a catastrophic earthquake. This, he thinks, could be an example of how Junior ROTC might assist CAP in a disaster.

“I’m looking hard to see where the synergies are,” Ragaller said, “and how we can leverage off each other to improve both programs.” ▲

*Donna Melton contributed to this article.*



Photo by Lt. Col. Gary Hewett, South Dakota Wing

Air Force Junior ROTC cadets from Douglas High School in Box Elder, S.D., took advantage of a CAP-flown orientation flight at Rapid City Regional Airport last spring. Shown, from left, are Col. Michael A. Beason, former South Dakota Wing commander; Tyler Birdwell; Maj. Ted W. Hinesley of the Crazy Horse Composite Squadron, who piloted the flight; Chris Smith; and Kathryn Stuard, who went on to study at the Air Force Academy.



## From one who knows, twice is nice

There is increasing crossover between the cadet programs for Civil Air Patrol and U.S. Air Force Junior ROTC, apparent in the single person of CAP Lt. Col. Robert Anderson, who has mentored cadets in both programs.

Once a CAP cadet himself, achieving the ultimate cadet recognition with the Gen. Carl A. Spaatz Award, Anderson joined the Air Force and made it his career, serving as an intelligence officer.

He retired as a colonel in 1997 specifically to turn to education for a second act. He spotted an ad for a job near the Mexican border as senior aerospace science instructor and director of a failing Air Force Junior ROTC program. The 40-student unit was on probation and under threat of closure.

Within a year, Anderson had turned it around into an award-winning program with an annual membership of about 200 students. In 2003, he was recognized by the Arizona Education Association as one of the top five teachers in the state.

Anderson retired from teaching in 2007 but remains active with CAP, where he also is involved with programs for cadets. He is the deputy commander of the Santa Cruz County Composite Squadron, which he helped organize five years ago.

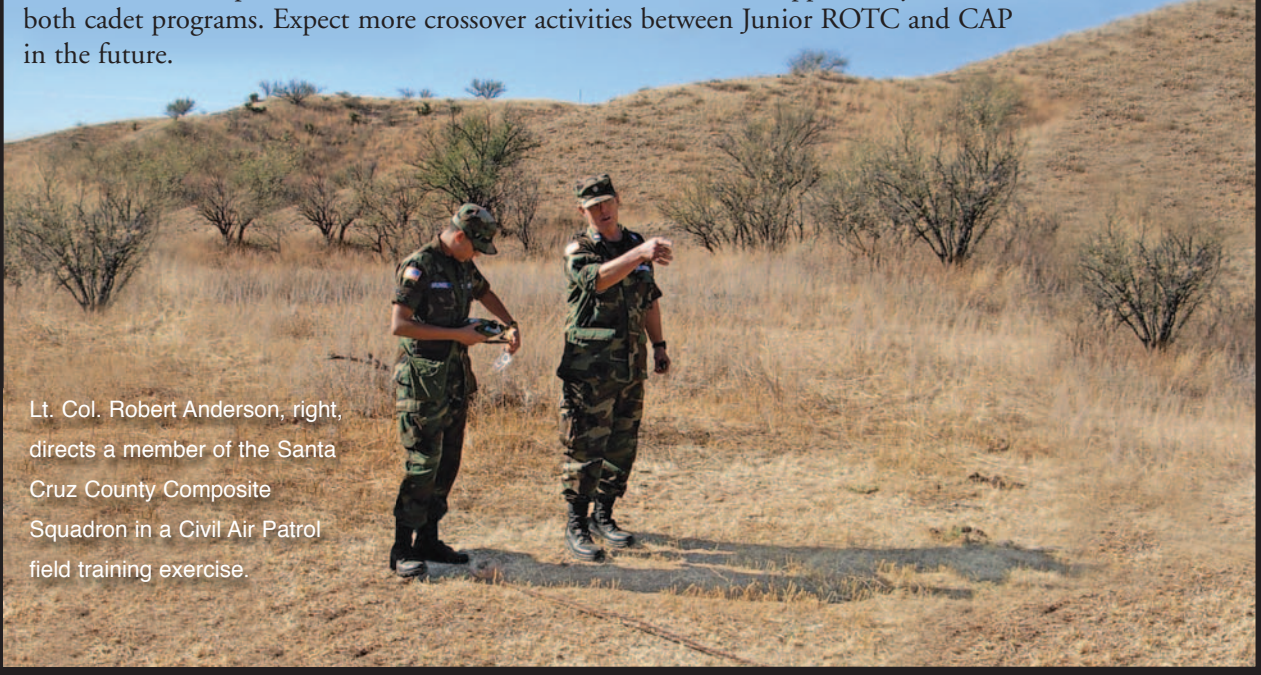
He still finds time, however, to make the three-hour drive once a week from his home in Tucson to the squadron in Nogales to work with cadets. Several of his former Air Force Junior ROTC students are CAP members there.

At the same time, Anderson has made a point of attending every one of his former Air Force Junior ROTC students' graduation and awards ceremonies, including one for Cadet 2nd Lt. Alexa Solorio, en route to her goal of becoming an astronaut.

In both the Air Force Junior ROTC and CAP cadet programs, Solorio credits Anderson for opening doors for her. "His encouragement, support and endless help molded me into wanting to become a great leader and person overall, as he has shown to be," she said.

As embodied by Anderson, the love of aerospace education is the structure that supports the twin vines of CAP and the Air Force Junior ROTC cadet programs. In an administrative shift in June 2009, Air University realigned CAP under the authority of the Jeanne M. Holm Center for Officer Accessions and Citizenship Development, which also oversees Air Force ROTC, including Junior ROTC.

The move is expected to allow for better coordination and the opportunity to combine curricula for both cadet programs. Expect more crossover activities between Junior ROTC and CAP in the future.



Lt. Col. Robert Anderson, right, directs a member of the Santa Cruz County Composite Squadron in a Civil Air Patrol field training exercise.



## Discover the Value of Civil Air Patrol!

Civil Air Patrol offers challenging opportunities for youth 12-20 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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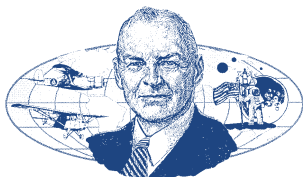
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# Achievements



## 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 at right received their awards in December, January and February.

Maj. Richard A. Nelson	CA	Lt. Col. John P. Steiner	ND
Lt. Col. Clyde S. Altum	CO	Col. K. Walter Vollmers	ND
Maj. Sherri L. Lierenz	DE	Maj. Kenneth S. Knightly	NER
Lt. Col. Robert P. Hartigan	FL	Maj. Jillian L. Smith	NH
Lt. Col. Lee I. Taylor	FL	Lt. Col. Mac T. Brice	NY
Lt. Col. David L. Austin	GA	Lt. Col. George L. Fillgrove	NY
Maj. Ralph L. Cole	IA	Maj. Edwin R. Kopp	NY
Lt. Col. Loucendy A. Ball	ID	Lt. Col. Anita E. Martin	NY
Lt. Col. Eric J. Shappee	KS	Maj. James R. Eiben	PA
Lt. Col. Merrie C. Knightly	ME	Lt. Col. Donna L. Todd	RMR
Senior Master Sgt. James E. Gregory	MI	Maj. John H. Boyd	TX
Maj. Janelle L. Gates	MN	Maj. David S. Crymes	TX
Maj. Carl W. Cope	MO	Lt. Col. Allen R. Maxwell	TX
Col. John A. Mais	MO	Maj. Aaron E. Oliver	VA
Col. Don R. Edwards	NC	Lt. Col. Roger I. Bailey	WA



## Paul E. Garber Award

Second-highest award given to senior members who complete Level IV of the CAP Senior Member Training Program. The senior members listed at right received their awards in December, January and February.

Capt. James E. Blair	AL	Lt. Col. Irl Leon Franklin	NV
Capt. J. Andrew Boyer	AL	Lt. Col. William S. Bernfeld	NY
Maj. William E. Ruwe	CA	Capt. Paul Zuckerberg	NY
Maj. Derrill W. Ballenger	DC	Maj. Rollin M. Steele	OH
Maj. George R. McCord	FL	Maj. Larry D. Kendrick	OR
Capt. Patricia A. Kidd-Jordan	IN	Maj. John J. Winn	OR
Capt. Mark W. Lahan	KS	Capt. Kevin S. Weaver	PA
Capt. Dennis L. Thompson	KS	Maj. Edgardo Barreto	PR
Maj. Raymond N. Feliciano	MER	Lt. Col. Anabel Lugo	PR
Capt. Ronald A. Fenn	MI	Maj. Eric L. Hineman	SC
Maj. Jon I. Lumanog	MI	Capt. Sergio A. Gutierrez	TN
1st Lt. Jeffrey D. Cunningham	MO	Lt. Col. Susan J. Hyder	TN
Capt. Roger L. Smith	MS	Capt. David R. Vaughn	TN
Capt. Andrew James Treiman	MT	Capt. Sandra Phelps	TX
Capt. Mark L. Howard	ND	Lt. Col. Charles W. Gittins	VA
Maj. Darrel L. Pittman	ND	Lt. Col. Joel S. Martin	WA
Maj. David R. Bratton	NE	Lt. Col. Danny C. Riggs	WA
Maj. Sharon L. Sanford	NE	Maj. Ronald J. Wroblewski	WI
Maj. Robert T. Taylor	NER		



## 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 December, January and February.

Jenna E. McCord	FL
Trent A. Badger	GA
Brian C. Mauldin	GA
Jeramee G. Scherer	IL
Anna B. Bladey	MD
Courtney Gallagher	PA
Clayton D. Amann	WA



## 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 December, January and February.

Jeffrey D. VerHoeven	AR	Casey E. Jago	FL
Anthony R. White	AR	Timothy J. Lhota	FL
Jonathan J. Khattar	CA	Jenna E. McCord	FL
Quoc-Tuan D. Tran	CA	Caleb C. Popp	IN
Dillon J. Garvin	CO	Bernadette B. Bacero	MI
Traverse P. Garvin	CO	Frederick M. Koennecke III	NY
Caitlynn M. Graham	CO	Austin M. Rivera	NY
Michael J. Head	CO	Alan R. Ehrle	OH
David M. Harris	DC	Gabriel N. Goldsborough	PA
		Ryan M. Musselman	PA
		Matthew J. Paski	PA
		Luis E. Artigas	PR
		Luis Soler	PR
		Ryan W. Horton	RI
		Jeffrey A. Lewoczko	TN
		Jean P. Pabon-Vega	TN
		Robert K. Reece	TN
		Austin R. Tallman	TN
		Sean E. Stewart	TX
		Jordan B. Garcia	UT
		Cheston B. Newhall	UT
		David P. Keran	VA
		Devin J. Holland	VT
		Bethany K. De Vol	WA
		Brian S. Neiheisel	WI

## Great Lakes

### Model airplanes offer aeronautic lessons for members

Photo by Maj. Mike Ruhl, Michigan Wing



Cadet Tech. Sgt. Abby Smith tests the stability of her Sig Cub model's tail section.

MICHIGAN — No engines were necessary when 25 members of the Maj. Joe Koch Memorial Cadet Squadron gathered to see — and, ultimately, to try their hands at — demonstrations of aeronautical principles in action, thanks to the Detroit-based Cloudbusters Model Airplane Club. Seven of the club's members instructed the squadron in building Sig Cub aircraft kits made of balsa wood and tissue and powered by rubber bands. With proper turning, the models, with a 12½-inch wingspan, can remain aloft for minutes.

The presentation included a primer on modeling safety, an introduction to paper models and a discussion of principles of flight, including wing dihedrals and weight and balance. The squadron members capped off the event by launching their newly built models in a nearby gymnasium, highlighted by contests in such categories as time aloft, distance flown and altitude achieved.

Capt. Larry Parks, the squadron's commander, pronounced the event "a huge success." >> Maj. Mike Ruhl

## Middle East

### MLK Day of Service benefits Civil Air Patrol

WASHINGTON, D.C. — Members of the National Capital Wing joined with volunteers from across the region in partnership with Greater DC Cares for the Martin Luther King Day of Service to assemble some 900 personal first aid kits for use by the wing. More than 250 people came out to support Civil Air Patrol and other nonprofit organizations.

The kits consisted of standard items required for CAP ground teams, such as bandages, cleansing pads, tape and ointments. Kit inserts were printed and donated by a local UPS Store, with the wing and Greater DC Cares purchasing the supplies. Kits, also assembled at the event, were sponsored by Target and Fannie Mae, the Federal National Mortgage Association. Greater DC Cares organized more than 3,000 volunteers for projects in the metro region. >> Capt. Christopher Colvin



The Andrews Composite Squadron's deputy commander for seniors, Capt. Rhoda Wharton, organizes completed first aid kits.

Photo by Maj. Paul Cianciolo, National Capital Wing



## North Central

### Squadron pitches in for hunger-fighting initiative

MINNESOTA — In light of the devastation wrought by the Haitian earthquake, which raised awareness of the problems facing disadvantaged areas throughout the world, members of the Viking Composite Squadron teamed up with other community volunteers to support the Hunger Initiative organization and its effort to pack bags of food for relief in Africa.

The Hunger Initiative's nationwide goal for the January campaign was to pack more than 1 million meals — enough to feed more than 3,000 children in Dondo, Mozambique, for an entire year. The Viking squadron members worked in two-hour shifts alongside other community volunteers to package 50,000 bags of food. Each held six meals containing a unique nutritional formula developed by food scientists — including easily digestible protein, carbohydrates and 21 vitamins and minerals and consisting of rice, soy and dehydrated vegetables. Event organizers cooked samples for volunteers to try, and squadron members were surprised at how good the meal tasted.

The event enabled the CAP members not only to participate in an important volunteer effort addressing a pressing need, but also to raise the organization's profile in the community. >> 1st Lt. Erik J. Lindquist



Viking Composite Squadron members fill food bags for the Hunger Initiative at a community gym.

Photo by 1st Lt. Erik J. Lindquist, Minnesota Wing

## Northeast

### Champion color guard honored by State Senate

NEW YORK — The New York Wing's 2009 national color guard champions appeared on the floor of the New York State Senate to present the colors and to be recognized for their year of achievements. The team — Cadet 2nd Lts. Zin Han, Thomas Macrini and Albaro Pillco and Cadet Tech. Sgt. Jason Chan — won the New York Wing and Northeast Region color guard titles, then went on to finish first at Civil Air Patrol's National Cadet Competition last year in McMinnville, Ore.

State Sen. James L. Seward, who also is commander of the New York Wing's Legislative Squadron, presented the team with a Senate resolution — later placed into the New York State Legislative Record — in front of family members, senators and Northeast Region and wing staff. "This group of young people represents a shining example of what can be accomplished through dedication and hard work," Seward said. "All New Yorkers should be proud of their fine achievement on the national stage."

Photo courtesy of New York State Senate



The CAP national champion color guard — from left, Cadet 2nd Lts. Zin Han and Thomas Macrini, Cadet Tech. Sgt. Jason Chan and Cadet 2nd Lt. Albaro Pillco — are shown on the floor of the New York State Senate.

The session began with the pledge of allegiance led by the team's escort, Maj. Mac Brice, commander of the Lt. Col. Michael R. Noyes Middle School Cadet Squadron, while the cadets presented the colors. Then Seward read the resolution he sponsored, which said in part, "It is the sense of this legislative body that when young people of such noble aims and accomplishments are brought to our attention, they should be celebrated and recognized by all the citizens of the great state of New York." Col. Ken Andreu, New York Wing commander, said the awards and accolades recognized the cadets' "dedication and prowess" and that the team members "represent our best hopes for what New York can and will achieve."

Echoing that sentiment was Northeast Region Commander Col. Christopher Hayden, who said, "It is through moments like this that Civil Air Patrol gains the recognition it deserves." >> Capt. James Ridley

# Pacific

## Cadets apply skills to simulated Mars mission

CALIFORNIA — A simulated mission to Mars awaited Skyhawk Composite Squadron 47 cadets when they visited the Reuben H. Fleet Science Center's Nieman Challenger Learning Center in San Diego. There, realistic mock-ups of mission control and a 21st century space station introduced them to the teamwork, technology and drama involved in space travel.

To participate in both phases of a simulated Mars mission, the cadets were divided into two teams — one for the space shuttle, the other for the base station. Their mission scenario involved a flight to Mars in 2076 to replace a crew at a permanent research base. They were responsible for calculating trajectories for entering and exiting Martian orbit, as well as for launching two probes to the Martian moons, Phobos and Deimos. The cadets, working in the simulated space station, closely mirrored the work of astronauts in orbit, performing onboard science experiments and communicating the results to their colleagues at the base. They monitored and tested life-support systems and used an isolation station robot to analyze extraterrestrial samples.

In the mission control simulator the cadets used computer consoles and video screens to monitor and direct a simulated space mission. They were asked to conduct research relevant to their mission scenario and to communicate with cadets at the space station. When the shuttle simulator arrived on Mars, the cadets switched stations. Along the way, a couple of emergencies popped up — such as a problem with the space station's life-support system — and the cadets had to figure out how to respond. >> Capt. Audrey DiGiantomasso



Photo by Capt. Audrey DiGiantomasso, California Wing

Cadet Chief Master Sgt. Randall Ross mans the navigation console in the space shuttle simulator as he communicates with fellow Skyhawk Composite Squadron 47 cadets at the space station mock-up during their Martian mission at the Reuben H. Fleet Science Center's Nieman Challenger Learning Center.

# Rocky Mountain

## Colorado member bridges gaps in history of women

COLORADO — As if serving as the public affairs officer and newsletter editor for the Colorado Wing and, more recently, the Jefferson County Senior Squadron weren't enough, Capt. Patricia Sargent has taken on a self-assigned duty — authoring a series of women's histories based on nearly two decades of research.



Photo by 2nd Lt. Arif Gezalov, Colorado Wing

Capt. Patricia Sargent receives a Certificate of Promotion from Lt. Col. Bob Smith, then the Jefferson County Senior Squadron's commander and now the Colorado Wing's chief of staff.

Sargent traced the genesis of her series, "Power Women: Lessons From the Ancient World," to 1993, when she finished reading prize-winning historian Daniel J. Boorstin's trilogy on world intellectual history and was surprised to realize that "not a single woman was mentioned." When the teacher, administrator and college professor of more than 40 years investigated the subject further, she realized her own library did not reflect the accomplishments of many women. "I decided to fix that ... to begin at the beginning. I would write about women in the ancient world — their circumstance in a world struggling to establish cities and developing distinct cultures; their status; and their accomplishments before the fall of Rome in 476."

That decision took her to Greece, Italy, Turkey, Malta and Egypt and netted her more than 2,000 books, all for research. In the works are three books of her own — "Realities," "Metier" and "Portraits," focusing, respectively, on ancient women's day-to-day lives, on their work and on essays about prominent individuals. "Learning has been a constant quest throughout my life, so when it came time for me to set down my thoughts, I turned to the subject I wanted to learn more about," she said.

>> Ashley M. Wright



## Southeast

### Exercise brings cadets into decision-making process

FLORIDA — Preparations for a U.S. Air Force-graded search and rescue evaluation found more than 50 Florida Wing members participating in an exercise with a twist. This time, qualified cadets were assigned to assist in decision-making duty positions. The search and rescue exercise expanded the traditional emergency services training program by assigning qualified cadets to duty positions that allowed them to shadow key decision-makers. That provided “a unique opportunity for cadets to be integrated with senior members assigned to the mission base staff,” said Cadet Col. Troy Odierno of the Coral Springs Cadet Squadron. Working on the mission staff allowed cadets to “get a big-picture view of the steps involved with running a mission,” he said.

Aircraft were based at Lakeland Linder Regional Airport, and the command post was placed at a nearby National Guard armory.

Aircrews conducted visual and electronic target searches in addition to photo reconnaissance sorties. Ground operations included electronic search, disaster response reconnaissance and communications relay. Wing staff members said the training exercise helped define the wing's emergency services' learning curve. Several directors stressed the goal was to avoid reliance on an “A-team” mission base staff and to focus efforts instead on developing a deeper pool of well-qualified, mission-ready resources.

Civil Air Patrol wings participate in annual evaluated training exercises designed to evaluate the complete functional capability of a CAP mission base using the Federal Emergency Management Agency's National Incident Management System. The Air Force observes and evaluates each wing on how well it coordinates, integrates, supports and employs CAP assets. >> Capt. Jeff Carlson



Photo by Capt. Jeff Carlson, Florida Wing

Second Lt. Robert Rector of Florida Wing Group 3 Headquarters discusses critical incident stress management with Cadet Staff Sgt. Yoannis DeLaTorre of the Homestead Air Reserve Base Cadet Squadron during a search and rescue exercise.

## Southwest

### Pilots provide Teacher Orientation Program Flights

TEXAS — Civil Air Patrol's Teacher Orientation Program Flights were in full swing at the Space Exploration Educators Conference at Space Center Houston, with Texas Wing pilots keeping up to five CAP Cessna 172s aloft, giving rides to some 200 teachers from across the country. The planes took off from Ellington Field's Air National Guard Center under the direction of the wing's director of space education, Maj. Bjorn Sundet; Capt. Stuart Hagedorn, Ellington Composite Squadron commander; and Capt. Steve Hudson, Texas Wing Group II deputy commander, who served as air operations branch director.

Through the TOP Flight program, educators enrolled as CAP aerospace education members are able to experience what flight in a small plane feels and sounds like — impressions they can pass along to their students while generating enthusiasm in the classroom. The teachers' reactions were uniformly enthusiastic. Asked what they thought after their rides, the most frequent answer was, “Wow!”

Teacher Maureen Adams of Killeen, Texas, declared, “I want to go again.” Similar comments were heard all afternoon as the excited participants voiced their appreciation for the CAP flights. >> Maj. Robert Brecount



Photo by Maj. Robert Brecount, Texas Wing

Ellington Composite Squadron Commander Capt. Stuart Hagedorn poses with Texas educators Aretha White, left, and Maureen Adams.



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