

Civil Air Patrol

January-March 2010

v^{olunteer}



One Wreath

One Remembered Veteran

Happy Anniversary

**Chaplain Corps Marks
60 Years Of Service**

Ties To 'Amelia'

**Author's Mom
Was A CAP Pilot**



Overlooking Section 31 of Arlington National Cemetery, Civil Air Patrol National Commander Maj. Gen. Amy S. Courter gets a sense of the scope of CAP's most prominent community service project, Wreaths Across America.

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 Can't Get Enough

40 Civil Air Patrol pilots from 1942 to 1945 wore a leather flight jacket like this one. The vintage jacket carried a 5 7/8-inch incised and painted wing patch on its right breast and a barely readable 4 3/8-inch by 1-inch leather nametag on the left breast with the wearer's name and the words "Civil Air Patrol." CAP uniforms over the years are featured in this article.



Photo courtesy of CAP Historical Foundation

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ON OUR COVER

Civil Air Patrol cadets from the Maryland Wing's Mount Airy Composite Squadron prepare to lay wreaths in Section 31 of Arlington National Cemetery. See full coverage of Wreaths Across America, beginning on page 21. *Photo by Lt. Col. Wendy White, Virginia Wing*

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.

Pushing the envelope for flight and for women

Interest in Earhart rekindled with the movie 'Amelia'

By Kristi Carr

Photo courtesy of Susan Butler



One of Civil Air Patrol's famous subchasers, author Susan Butler's mother, Grace Liebman, was an inspiration for Butler's writing Amelia Earhart's biography. "I was very proud of her," said Butler. "No one else had a mother who flew, had a plane and was in CAP."

During the filming of "Amelia," Butler learned that actress Hilary Swank, who plays Earhart, had taken flying lessons but delayed soloing until after the movie production concluded.

Photo by Ken Woroner, courtesy of Fox Searchlight Pictures



A good story never grows old, and the story of Amelia Earhart has been fascinating for decades — the pretty woman wearing slacks before they were fashionable, piloting a plane when most women stayed home, disappearing without a trace over the Pacific Ocean while attempting to fly around the world.

It intrigued author Susan Butler enough to devote 10 years of her life to researching and writing the latest biography of the aviatrix. Even so, Butler was astonished by the marketing mill that surrounded the movie “Amelia,” which is partly based on her book. The resurgence of interest in Earhart spurred by the movie has also boosted sales of Butler’s work, “East to the Dawn,” first published in 1997, as well as intrigued anew a generation of young Civil Air Patrol members, especially since cadets must earn CAP’s Amelia Earhart Award to advance to the rank of cadet captain.

Butler likes history and is particularly drawn to biographies. “I’m endlessly fascinated by what makes people tick, why things happen,” she said.

Referring to the copious research she did for “East to the Dawn,” she explained, “I think of myself as a history detective. You have to make sense of what you’re finding.” And that, she admitted, can be a hard process.

Telling the story of Earhart was driven by a personal nod to her mother, Grace Liebman, who lived near her parents in New Jersey. Butler described her grandparents as ahead of their time for buying a plane and hiring a pilot to fly it. The plane was for pleasure jaunts and for commuting to New York City.

“Neither flew that much,” said Butler, so with the pilot idle much of the time, Liebman, whom Butler described as an adventurous young woman, had a ready-made flight instructor. She fell in love with flying and earned her pilot’s license, eventually joining CAP and flying her WACO aircraft as a first lieutenant during CAP’s

World War II subchasing days.

Butler vividly remembers one of her mother’s CAP stories. Flying out of now-defunct Red Bank Airport in New Jersey, Liebman was asked by a U.S. Army general to fly him over the Atlantic to a spot where, it was reported, an American tanker was damaged and disabled. Her mother responded that her plane could not carry sufficient fuel to get them out and back, but the general insisted — so she decided to give it a try. “They made it,” Butler said. “She took him out, but on the way back, they ran so low on fuel, mother had to land on one of New Jersey’s beaches.”

Butler’s mother was a member of the Ninety-Nines, an organization of women pilots (originally 99 in number) that Earhart helped found. Through this organization Liebman once met Earhart — but Butler, through her book research, came to know Earhart best.

“Amelia was a wonderful role model,” Butler said. “But it was only as I did my research that I came to realize how startling her exploits were.” She described Earhart as a media idol of her day, on par with Oprah Winfrey today. Besides being a writer and flyer, Earhart was charming and fashionable. “She took her fame,” said Butler, “and molded it into a career.

“She always wanted to make a difference in life, to give back,” said Butler. She was basically raised as an upper-class, educated young woman who was taught to return as much as or more than she’d been given. If Earhart had not gone missing, Butler speculated she would have ended up an educator.

Earhart left school to serve as a nurse in Canada, tending to soldiers injured in World War I. She later pursued classes at Columbia University in a quest to become a doctor. But when her family asked her to join them in California, the dutiful daughter



Amelia Earhart was a pioneer in many endeavors, including aviation. She made an impact on women, social services, marketing and even fashion.

left her studies. It was in California that she discovered a new passion — flying.

Even in researching her book decades after Earhart's death, Butler found people anxious to talk about her. "They loved her," she said. "She was very popular, very supportive. She made people feel good."

The one exception might have been a fellow flyer, a contemporary of Earhart's, Elinor Smith, who took Earhart to task for a lack of aviation skills. Butler said she felt Smith's views have often been taken, unsubstantiated, as truth, and that this is a mistake and disservice to Earhart. Butler found documentation proving several of Smith's stories to be false. As Butler points out in her book, planes of that era were fragile, runways unpaved and uneven and aircraft accidents frequent. Claiming Earhart wasn't a good flyer when she had many record flights was just another way to put women down, she said.

Butler views Earhart — like her own mother — as a free spirit who pursued flight for the pure joy of it. She

Photo courtesy of Pierre DuCharme



"East to the Dawn," a biography of Amelia Earhart, was Susan Butler's first book. She has since written "My Dear Mr. Stalin," centered on messages between Russian Premier Joseph Stalin and U.S. President Franklin D. Roosevelt during World War II.

would not describe them as feminists, but simply as women who believed you should do what you want to do. For both, flying was

their sport. As for their courage, Butler stated, "I think you are born with courage."

"East to the Dawn" was the first book for Butler, a freelance writer regularly published in *The New York Times*. "I cut my teeth on that book as a researcher, and I wanted to get the story right," she said. "I'm an obsessive researcher!"

The challenge in her research, Butler said, was finding those who'd never been interviewed before and then asking them the right questions. Following a tip from the well-known American writer Gore Vidal, who knew Earhart when he was a boy, Butler found a research plum with the discovery of an unpublished biography of Earhart by journalist Janet Mabie, who wrote for *The Christian Science Monitor*. She had been a friend of Earhart's, and her papers, though not yet organized, had been donated by her son to Boston's Schlesinger Library on the History of Women in America. Butler asked to research the papers, which included handwritten pages about Earhart.

Despite the thrill of the hunt in researching, "It's the writing that really makes you think," Butler said. "It focuses me. Until I start to put it on the page, I don't know what I have."

Her book on Earhart was recently heralded by *The New Yorker* magazine as the definitive biography of the famous flier, and it is enjoying renewed popularity with the release of the movie. Butler said she was allowed some critiques of the script.

Both Butler's book and the movie well serve two of CAP's missions: fostering aerospace education with their recap of Earhart's life and inspiring CAP cadets with the hopeful message captured by the film's concluding line, "But what do dreams know of boundaries?" ▲

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Puerto Rico Wing aircrew provides aerial view of massive blast's aftermath

A Puerto Rico Wing aircrew took to the skies to provide aerial photos like this one after 15 fuel tanks exploded at an oil refinery at the Caribbean Petroleum Corp. plant in Bayamon, rocking the entire San Juan



Photo by Maj. Waldemar Figueroa, Puerto Rico Wing

metropolitan area with what residents first mistook for earthquake tremors. The huge cloud of black smoke from the explosion rose to 20,000 feet, prompting the Federal Aviation Administration to issue a temporary flight restriction affecting commercial traffic routes and general aviation. After receiving special permission to fly into the area, within hours 1st Lt. Frank Matias, mission pilot for the Muniz Air National Guard Squadron, and Maj. Waldemar Figueroa, Puerto Rico Wing disaster relief officer and mission observer, teamed up to take more than 90 photos of the site. The images were delivered to the Puerto Rico Emergency Management Agency. Civil Air Patrol was the only participating agency that flew a photo reconnaissance mission in the explosion's aftermath.

Wisconsin Wing members focus on fire safety

Members of the Wisconsin Wing's Northeast Group received a crash course in aviation fire safety courtesy of two officers from the Public Safety Department staff at Austin Straubel International Airport in Green Bay — Lts. Ben Tess and Dave Walters.



Photo by Maj. Pierce Sherrill, Wisconsin Wing

The two discussed the way to select an appropriate fire extinguisher, how to approach an aircraft fire, the importance of leaving a route of escape and the proper technique for using an extinguisher. During one session Tess and Walters set up a pan fire using a sawed-off oil drum filled with fuel oil and gasoline. The Civil Air Patrol members — including, above, Door County Senior Squadron emergency services officer 1st Lt. Hans Shin, who extinguishes a combustible-liquid fire with a dry-powder extinguisher under Tess' watchful eye — were allowed to use a variety of types of extinguishers.

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CAP Chaplain Corps

Largest Volunteer Chaplaincy Celebrates 60 Years of Service

By Kristi Carr



Photo by Ryan Easterling, CAP National Headquarters

Though an argument might be made for tracing its roots back to July 1775 when the Continental Congress established the military chaplaincy — with pay of \$20 per month and “forage for one horse” — Civil Air Patrol’s Chaplain Corps was, in fact, officially established in

Chaplain Col. Whit Woodard, CAP chief of chaplains, is a product of the CAP cadet program. Here, he reaches out to U.S. Rep. Ed Royce who represents California’s 40th District during CAP’s 2009 Legislative Day. Chaplains are proud partners in all of CAP’s missions.

January 1950.

One of CAP's founders, Presbyterian clergyman Gill Robb Wilson, was the primary motivator for the Air Force to organize a chaplain program for CAP.

Called the CAP Chaplain Service and designated less than a year after the Air Force Chaplain Service was formed, it is the only specifically cited CAP directorate outlined in Air Force instructions.

"That's the genesis of the work we're doing now," pointed out Chaplain Col. Whit Woodard, chief of the CAP Chaplain Corps.

The scope of the work performed by CAP's 573 chaplains and 337 character development instructors can be understood, in part, by the numbers. In the first half of 2009 alone, they participated in 14,665 events, volunteered 85,763 hours and traveled 1,887,604 miles.

Altogether, that puts the value of the Chaplain Corps in the first six months of 2009 at \$3.4 million. "That's a return of \$246 for every national dollar budgeted for the Chaplain Corps," Woodard said.

Partnership with the military

Qualified CAP chaplains are force multipliers for active-duty Air Force Reserve, Army Reserve and Army National Guard.

As Woodard noted, "Our chaplains don't deploy. Theirs do." He himself twice assumed chaplain duties for the 328th Combat Support Hospital, an Army active reserve unit stationed in Sacramento, Calif.

"Whatever the normal duty a chaplain would have on base, we come in to fulfill some of those duties," said Lt. Col. Ron Tottingham, deputy chief of the Chaplain Corps, who oversees the corps' military support programs.

Recently, a historic memorandum of agreement

was established between the Air Force Chaplain Corps and CAP's chaplain program that, among other provisions, provides for participation of the CAP chief of chaplains in the Air Force Chaplain Corps Council and sets forth the CAP Chaplain Corps as a fourth component alongside active-duty, reserve and

guard forces. "There's a tremendous respect in the Chaplain Corps for the Civil Air Patrol chaplain," said U.S. Air Force Chief of Chaplains Maj. Gen. Cecil Richardson.

"When it comes to a funeral, and somebody has given 20 years or more, you hate to turn to the widow and say, 'We can't.' But we're not doing that. We're turning to our friends and our partners in the Civil Air Patrol and we're saying, 'Can you help?' and these chaplains are

stepping up and saying, 'Yeah, I'll take that.'

"They show up in uniform and they do all the things that a military chaplain could do. They honor those who have given so many years in service. That means an awful lot to us."

Ministry of presence

A "ministry of presence" is what Georgia Wing Chaplain Maj. Harvey Gainer calls the connection with those to whom he ministers — an endless involvement that goes far beyond training, drills, counseling, send-offs and funerals. "The best way to



Photo by Capt. Marie Haberstroh, Great Lakes Region



Photo courtesy of U.S. Air Force

Chaplain Lt. Col. J. Delano Ellis II oversees chaplains serving the six wings of the Great Lakes Region.

U.S. Air Force Chief of Chaplains Maj. Gen. Cecil Richardson, left, and Chaplain Col. Whit Woodard, CAP's chief of chaplains, signed a memorandum of agreement in October

at the Air Force Chaplain Corps Summit in Orlando, Fla., clarifying the relationship between the chaplain programs of CAP and the Air Force. Richardson was a CAP chaplain in the 1980s.

History of Military, CAP Chaplaincy

- 1775 Continental Congress establishes military chaplaincy.
- 1778 Gen. George Washington orders Sunday services for his troops.
- 1861-65 Noncombatant status of chaplains becomes policy during Civil War.
First Jewish chaplains appointed.
- 1942 Charles Carpenter becomes first air chaplain in Army Air Force.
- 1947 National Security Act creates U.S. Air Force as separate department.
- 1949 U.S. Air Force chaplaincy established.
Carpenter appointed first Air Force chief of chaplains.
- 1950 CAP Chaplain Service established.
Chaplain Lt. Col. Robert P. Taylor appointed first CAP national chaplain, serving as liaison to the Air Force Chaplain Service.
- 1951 First CAP chaplain conference held at Bolling Air Force Base in Washington, D.C. (This evolved into annual regional chaplain service staff colleges.)
- 1967 Initial appointment rank of CAP chaplains aligned with Air Force appointment policy. Chaplains with both seminary education and pastoral experience appointed as captains.
- 1968 Almost 1,000 chaplains serving in CAP.
National Chaplain Committee created as think tank for advance planning and work for CAP chaplains.
- 1969 The Rev. Phyllis Keller Ingram appointed as first female CAP chaplain.
- 1972 CAP chaplains permitted to join Military Chaplains Association.
- 1980 Positions of chairman and vice chairman of National Chaplain Committee renamed Chief of Chaplains, CAP, and Deputy Chief of Chaplains, CAP, respectively.
- 1993 When first chaplain from religion not in Judeo-Christian faith group enters U.S. Armed Forces chaplaincy, CAP Chaplain Service makes similar adaptations.
- 1995 Moral leadership officers added to CAP Chaplain Service team. (They later become known as character development instructors.)
- 2005 Oversight of CAP Chaplain Service shifts to volunteer national chief of CAP Chaplain Service.
- 2009 CAP Chaplain Service renamed CAP Chaplain Corps.
Written memorandum of agreement between Air Force Chaplain Corps and CAP chaplain program signed.

Some timeline information was excerpted from the Air Force Chaplain Corps Web site.

encourage others is to set an example yourself,” Gainer said. “When events happen, show up and wave the flag.”

Chaplain Maj. Jon Lumanog of the Michigan Wing experienced this when a chance encounter illustrated the importance for a chaplain to just be available. He was attending Region Staff College training at Offutt Air Force Base, Neb., when an airman approached him for directions. New to the base himself, Lumanog wasn’t able to answer the question, but as their conversation developed he was able to provide the airman with prayer, encouragement and a willingness to listen.

“He poured his heart out to me,” Lumanog said. “It’s one of those great ministries of presence. We were just standing out in the blazing sun talking, and he was lifted up.”

Scope of the commitment

In addition to these myriad roles, CAP chaplains also provide character development training for cadets, onsite ministry during emergencies, member morale counseling, advice to commanders on ethical issues and chapel services in the field.

The presence of a chaplain during a crisis is essential, especially following a natural disaster or the oftentimes tragic results associated with finding overdue aircraft.

Their services are as important to the victims as they are to the CAP volunteers, who may stretch themselves to the limit in their zeal to serve their communities.

“We train in pastoral crisis intervention, and it is the nature of chaplaincy to be an encouragement to those in distress,” Woodard said. “Chaplains do whatever they can do in a



Character development instructors, like 2nd Lt. Ken Ackerman, left, of the Colorado Wing's Black Sheep Senior Squadron, play a vital role as part of the Chaplain Corps. Ackerman was a student at the 2009 Pacific Region Chaplain Corps Staff College held at McChord Air Force Base, Wash.

crisis and reach out as is necessary.”

Day to day, cadet character development instruction fulfills another critical role. Lumanog, an Anglican parish priest, joined the Kansas Wing's New Century Composite Squadron in 2005 at his archbishop's urging as a way to affect the lives of a diverse audience.

“I was thrown into the deep end,” said Lumanog, who had never done character development before.

The cadets welcomed him warmly. “We had great conversations,” he said. After

moving to Michigan, Lumanog still keeps in touch with the cadets he mentored in Kansas.

Chaplains' training

“We've come a long way from the simple mission,” said Woodard, citing modern-day training in such areas as suicide prevention, stress management and combat operational stress control. The Chaplain Corps also conducts staff colleges every year, one in each of CAP's eight regions, and chaplains are required to attend at least two of them within a five-year period.

Despite the weight of the responsibilities, Woodard has a way of putting it all in perspective: “We are here to provide free exercise of religion for our members, a constitutional privilege,” he said. ▲

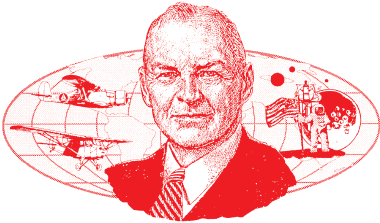
Kimberly Wright, Minnie Lamberth, Howard Manire and Lt. Col. Kenneth Colton of the National Patron Squadron contributed to this article.



At 80, Chaplain Lt. Col. Alex Mills, second from left, serves the Georgia Wing's Rome Composite Squadron and is the oldest living charter member of CAP who is also a CAP chaplain. He was honored for his years of service during a ceremony at CAP's Southeast Region Chaplain Corps Staff College at Fort Benning last year, joined here by Lt. Col. Barry Loudermilk, commander of the Georgia Wing's Legislative Squadron; Dr. Bill Dempsey, pastor of Enon Baptist Church in Rome; and Chaplain Lt. Col. Oscar Cope, chaplain for CAP's Southeast Region.



Colorado Wing's Chaplain Maj. Gordon Rourk and Cadet Maj. Michael Head of the Boulder Composite Squadron are surrounded by kindergarteners from Homestead Elementary School in Englewood. The Civil Air Patrol representatives helped deliver the message: Just say "no" to strangers.



One of CAP's founders, Gill Robb Wilson, was a Presbyterian clergyman who became the primary motivator for the Air Force to organize a chaplain program for CAP. Following the example of his parents, both ministers, Wilson moved to West Virginia as a young man and started one of the first churches in Weirton. Always loving aviation, however, he dropped out of a Pittsburgh seminary in 1916 to join the French Air Service and later the U.S. Army Air Corps. After suffering injuries in a plane crash during World War I, he returned to the seminary. For the remainder of his life, he successfully combined his clergy work with service to CAP, including helping his close friend, Gen. Billy Mitchell, develop a civilian pilot training program during World War II.

Are You Chaplain Material?

You might be a clergyman like Chaplain Maj. Jon Lumanog of the Michigan Wing, who wanted something more. "I was kind of looking for something a little bit different to expand the reach of the church and ministry and doing something different altogether," Lumanog said. "(Becoming a CAP chaplain) was a great excuse to have a ministry outside my church walls. ... It's been one of the most rewarding things I've done in my ministry so far, and I'm just getting started."

To become a CAP chaplain, you must:

- Fill out CAP Form 35, obtained from the wing chaplain;
- Meet CAP senior membership requirements;
- Have an ecclesiastical endorsement from an endorser listed with the Armed Forces Chaplains Board; and
- Hold a bachelor's degree and a 72-hour post-graduate theological degree from institutions recognized by the American Council on Education.

To become a CAP character development instructor, you must:

- Fill out CAP Form 35A, obtained from your wing chaplain;
- Meet CAP senior membership requirements;
- Have an associate degree or at least 60 semester hours (90 quarter hours) from a college or university recognized by the American Council on Education;
- Have a recommendation from your local pastor or equivalent; and
- Receive a recommendation from your wing chaplain following a personal interview.

For more information, contact Tracy Harris, administrator for the Chaplain Corps program at CAP National Headquarters, 877-227-9142, ext. 341.



W

What would you wish for the New Year? For many of us, the resolutions are for more exercise, more time with family and friends or other means of self-improvement. We've all made these kinds of resolutions, and sometimes we even make them come true!

But this year, my resolutions are of a different sort — not just for my own personal well-being, but also for this wonderful organization and for our nation. Here's what I hope we can resolve, together:

I resolve that I will continue to work as hard as I can to make CAP the best place to volunteer. From continued development of the Leadership Development curricula to ensuring we challenge ourselves on safety every day, I will be dedicated to the goal that each member of CAP has the chance to become better at what he or she does while becoming a better person by doing it.

I resolve that our missions will continue to serve well the people of our nation. Whether it is our search and rescue services that literally save lives, our cadet programs that help guide young people into becoming powerful leaders, our aerospace education program that empowers teachers and students across the nation to reach for the stars or our homeland security and other emergency services missions that make our nation ever more safe, I will work to ensure we always move a step closer to professionalism and greater effectiveness and efficiency. Even in the best of organizations, there's always room for improvement.

I resolve that our governance processes will continue to improve so we can all take pride not only in what we do, but also in how we make decisions together. Whether it is the National Executive Committee, the National Board or even the region and wing structures, I will insist we review and polish regulations and provide leaders with the education needed to make their jobs easier and their teams more functional.

In addition, I resolve to continue to work well with our partners. Whether that is CAP-U.S. Air Force, Evergreen Aviation, Worcester Wreath Co., other corporate sponsors or members of CAP, I will provide the leadership for forming effective partnerships as we move forward the missions of CAP.

Through all the above, and much more, I resolve that CAP will no longer be one of our country's best-kept secrets. In your personal hopes for this new year, please join me in these resolutions. As Margaret Mead once wrote, "Never doubt that a small group of thoughtful, committed citizens can change the world. Indeed, it is the only thing that ever has."

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

Civil Air Patrol receives prestigious national humanitarian leadership award

By Steve Cox

C

Civil Air Patrol is the latest recipient of the National Business Aviation

Association's Al Ueltschi Award for Humanitarian Leadership, which annually recognizes the spirit of service demonstrated by humanitarian leaders within America's business aviation community.

NBAA President and Chief Executive Officer Ed Bolen said CAP was cited for the humanitarian award because of its efforts to provide disaster relief for people and communities in times of crisis.

"The Civil Air Patrol provides an essential service to this country by supplying not just aircrews but also ground teams, doctors, nurses, paramedics and others to support rescue efforts following a disaster," Bolen said. "These unsung heroes volunteer their time and expertise to provide assistance in 90 percent of the nation's inland search and rescue missions.

"The commitment to service demonstrated by the



Photo courtesy of NBAA

CAP National Commander Maj. Gen. Amy S. Courter accepts the Al Ueltschi Award for Humanitarian Leadership during the 62nd annual meeting and convention of the National Business Aviation Association. With Courter, at right, is Bruce Whitman, president and chief executive officer of Al Ueltschi's company, FlightSafety International, and a member of CAP's Board of Governors. At her left is Ed Bolen, NBAA's president and CEO.

people involved in the Civil Air Patrol provides an example for all of us to emulate, and their selflessness is what we honor with the Ueltschi Humanitarian Award."

Created in 2006, the Al Ueltschi Award for Humanitarian Leadership is presented annually during the NBAA Annual Meeting & Convention. The 2009 meeting was held at Orange County Convention Center in Orlando, Fla. CAP National Commander

Maj. Gen. Amy S. Courter was on hand to accept the honor at the association's awards luncheon.

As the official civilian auxiliary of the U.S. Air Force, CAP often uses its fleet of more than 550 general aviation aircraft for rescue missions. Its 58,000 citizen volunteers have been involved in hundreds of disaster-relief efforts, including the aftermaths of the terrorist attacks of Sept. 11, 2001; Hurricane Katrina; wildfires in California, Texas and Oklahoma; and flooding in the Midwest.

"Ever vigilant, always prepared, our members are honored and proud to serve America's communities, particularly in times of crisis," said Courter. "They willingly leave hearth and home to battle the elements in times of natural disaster, to courageously and untiringly search for the lost and always to protect America."

Ueltschi, for whom the humanitarian award is named, is the founder and chairman of the board of FlightSafety International and has been widely recognized for his lifetime dedication to philanthropic causes. Instrumental in the development of ORBIS, an international nonprofit organization dedicated to preventing blindness and saving sight, he has served as its chairman for more than 20 years.

In addition to Civil Air Patrol, recipients of the Ueltschi award include:

- Corporate Angel Network, a charitable organization that provides free flights aboard business aircraft for cancer patients to receive treatments (2008);
- Veterans Airlift Command, in recognition of the organization's work to provide flights for wounded soldiers, veterans and their families (2007); and
- Cessna Aircraft Co., in recognition of the Cessna Citation Special Olympics Airlift (2006).

Founded in 1947 and based in Washington, D.C., the NBAA is the leading organization for companies that rely on general aviation aircraft to help make their businesses more efficient, productive and successful. The


association represents more than 8,000 member companies of all sizes across the U.S.

In addition, the organization provides more than 100 products and services to the business aviation community, including the NBAA Annual Meeting & Convention, the world's largest civil aviation trade show. ▲

The commitment to service demonstrated by the people involved in the Civil Air Patrol provides an example for all of us to emulate, and their selflessness is what we honor with the Ueltschi Humanitarian Award.

— Ed Bolen, National Business Aviation Association president and CEO

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NIGHT FLIGHT

Members Tag Team to Find Missing Aircraft

By Janet Adams

The mountainous southern West

Virginia terrain is as unforgiving as it is isolated. No highways snake through the heavily forested hills to ease access to a wilderness where occasional rough, earthen roads lead to dense brush springing up in the wake of logging operations. It is an area not at all conducive to a major search and rescue mission like the one initiated at the end of November to locate a downed Piper PA-30 Twin Comanche missing on a flight from Dalhart Municipal Airport in northwest Texas to Arlington, Va.

Dr. Kwan Kwok, pilot of the lost plane, was an experienced flier with more than 1,600 hours of flight time amassed in a variety of small aircraft. He



Photos by Maj. David L. Chaney, West Virginia Wing

CAP cell phone forensics and radar tracking, along with air and ground search and rescue crews and a 911 clue, all helped locate the mangled remains of the twin-engine Piper PA-30.

Inset: This flight bag, located in the snow near the plane, helped rescuers verify the pilot's identity.

disappeared during a flight home from the Texas Panhandle, where he had purchased the Piper; it was a night filled with misting rain and wind.

According to the Air Force Rescue Coordination Center, the pilot took off about 1 p.m. on Nov. 22 and apparently stopped for several hours in Arkansas before continuing on his original flight path. The last radar hit was on Nov. 23 at 2:34 a.m.

With the help of radar analysis and cell phone forensics provided by Capt. Guy Loughridge of the Rocky Mountain Region and Capt. Justin Ogden of the Arizona Wing, respectively, the West Virginia Wing was able to narrow its search and rescue efforts. Five West Virginia aircrews flew a grid pattern along the suspected flight path, while a sixth plane flew a high bird communications platform.

Though the crash site was somewhat south of a normal flight line to Arlington, that deviation could be attributed to the standard procedure of looking for a nearby airport midway into the flight to refuel or rest, since Kwok was flying over very mountainous terrain at 3 a.m.

Just as the pieces of this search mission puzzle were coming together, bad weather intervened, preventing CAP's planes from flying for a day. Early the next morning, three planes continued the mission.

Then a critical piece of information surfaced. The incident commander, Lt. Col. Eugene Thorn, received word that the morning Kwok's plane disappeared, a hunter had called 911 and reported hearing a low-flying small plane with an unusual-sounding engine. Realizing the significance of the call, the 911 operator put Thorn in contact with the hunter, who was able to provide more specific directions and further narrow the search area.

When CAP planes were redirected to this smaller grid, a young scanner, Senior Member Brent Butler, seated

in the rear of a search plane piloted by Capt. Joe Martin, spotted the wreckage.

"Dr. Kwok could not have picked a harder place to get to," said Thorn. "It took nearly six hours for CAP ground crews to reach the scene." The CAP ground team, having located the wreckage and realizing the pilot could not have survived the crash, left removal of personal effects and the body to West Virginia State Police.

Ground teams and search crews from across the West Virginia Wing — members of the Charleston Cadet, Beckley and Lewisburg Composite and other squadrons — all provided members doing everything they could to help their fellow man by exemplifying CAP's core values of integrity, excellence, volunteer service and respect.

Despite the mission's tragic ending, the Kwok family found solace in the fact that their beloved son and brother would not have to lie unattended in an unknown location any longer. The family repeatedly expressed their very deep appreciation to the CAP volunteers who worked on the mission.

It is perhaps fitting that on the day Kwok's plane was located, the day West Virginia Wing Commander Col. Dennis Barron informed the family of their loss, Civil Air Patrol was marking the 68th anniversary of its founding: Dec. 1, 1941. *Semper Vigilans.* ▲



A CAP plan circled the wreckage, which helped lead the ground team to the crash site. Ground team members, some of whom are pictured here, included CAP senior and cadet members, personnel from the West Virginia Division of Homeland Security and Emergency Management's ETEAM and dogs and their handlers. It took them nearly six hours to master mountainous, heavily wooded terrain to reach the scene.

Civil Air Patrol pilots fly 'Surrogate Predators'

Modified Cessnas used to help train
deploying Army, Marine forces



By Steve Cox

A Predator sensor ball is mounted underneath the left wing of this Civil Air Patrol Cessna 182, turning the aircraft into a "Surrogate Predator" suitable for predeployment training for American soldiers and Marines.

So far, so good. That's the word on the new Civil Air Patrol Surrogate Predator program, following initial rounds of air-to-ground exercises in which the U.S. Air Force is using a CAP plane converted into a "Surrogate Predator" to train Army and Marine forces for deployment to Afghanistan and Iraq.

"The results have been very positive," said Air Force Lt. Col. Matthew Martin, chief of the Predator/Reaper Ops Branch of Air Combat Command at Langley Air Force Base, Va. "CAP has provided effective training in close air support tactics, and our JTACs (joint terminal attack controllers) are ready for the challenges they will face overseas."

To date, 60 CAP members have been involved in the air warrior exercises now known as Green Flag East, which have originated from Fort Polk, La. Eighteen more members participated in Green Flag West ground academies at Nellis Air Force Base, Nev., in December, preparing for the expected delivery of a second Surrogate Predator in January.

Multiple successful sorties to date

"CAP has flown multiple successful sorties working with at least 20 JTACs to get bombs on target (both live fire and simulated)," said Air Force Maj. Matthew Daniel, the Predator liaison working to integrate CAP into the Green Flag East exercises at Fort Polk. "The program is working as planned, but CAP has yet to be integrated into scenarios working with Army intelligence for target development. This will occur during the January exercise, and there will be about 4,000 troops participating in the scenario."

Though the program is still in its infant stages, with 50 hours of flight training and 30 hours of actual Green Flag mission flying, Martin said it is working as planned. "CAP has provided very realistic training to date at Green Flag East on the use of the Predator for our counter-terrorism insurgency operations," he said.

CAP, the Air Force's civilian auxiliary, is providing the

needed Predator training with its citizen volunteers at a fraction of the cost of the private contractor that previously provided the training, filling a critical gap in Air Force support of U.S. troops as they prepare for deployment.

"We're using a manned aircraft to simulate an unmanned aircraft," said CAP-U.S. Air Force Commander Col. William Ward, explaining that a sophisticated "Predator ball" placed under the left wing of a CAP Cessna 182 gives the plane the capability of mimicking the Air Force's MQ-1 Predator and MQ-9 Reaper — remotely piloted aircraft that provide real-time data to U.S. warfighters.

With the Predator ball in place, the CAP-plane-turned-Surrogate-Predator has the ability to lock onto a target and track it, Ward said. The ultimate goal is to broadcast streaming video.

"This gives our soldiers and

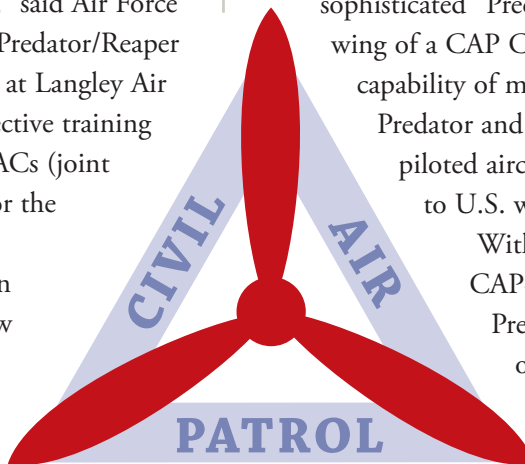
Marines a real-time view of what is happening on the battlefield," he said.

Air Combat Command (ACC), with the support of Joint Forces Command, secured \$2.5 million for the Surrogate Predator program, which is covering the cost of the CAP plane conversions. ACC maintains oversight of the program and provides occasional augmentation in the form of Air Force operators with real-world Predator or Reaper experience. ACC instructors are training the CAP crews on how to conduct the Green Flag exercises, using the same tactics, techniques and procedures Predator crews use on combat missions.

"We've seen nothing but enthusiasm and a willingness to help from the Civil Air Patrol, which is why we chose them to do this mission," Martin said.

First crews to train others

CAP's Surrogate Predator pilots have prior military experience — a requirement for the program. Through ACC's mission training, the pilots and their crews are certified to provide air interdiction, close air support and intelligence/surveillance/reconnaissance support to



ground forces.

“CAP has shown a tremendous amount of support for this program, and an initial cadre of folks has been trained to replicate Predator operations for our battlefield scenarios,” Daniel said. “So far we have trained and qualified nine Surrogate Predator crews.

Each crew consists of a pilot, sensor operator and mission coordinator. These members will, in turn, train more volunteers who wish to participate in these exercises.”

The Green Flag exercises typically involve 11 days of flying, eight hours per day, at least 10 times per year, and “hunter-killer scenarios” in which the Surrogate Predator starts by surveying targets and providing full-motion video to the brigade combat team.

“Once a target is identified by the ground commander as hostile,” Martin said, “the Surrogate Predator will dynamically retask into the strike role and coordinate with a forward air control to simulate the delivery of precision ordnance onto a target.”

“This is some really interesting flying for CAP, since they are providing Predator capabilities for irregular warfare, urban close air support and counter-insurgency operations,” Daniel said. “They are working with both Army intelligence and JTACs to search and destroy high-value targets in the scenario. It’s a fascinating process to watch, and CAP is making it happen.”

A call for more volunteers

Daniel said Air Force officials are hoping to get more CAP volunteers so they can extend the Surrogate Predator coverage for the Green Flag exercises. “The Air Force is looking for volunteers with previous tactical experience; however, we welcome all CAP members to participate,” he said. “Nontactical members need 10 sorties in Green Flag exercises or associated continuation training at Fort Polk. After 10 sorties, they can be

mission pilots, sensor operators or mission coordinators.

“This is a great way to aid the war effort and help train our soldiers and airmen for combat operations overseas.”

Because of the Surrogate Predators’ diverse capabilities, both the Air Force and Civil Air Patrol foresee their potential for other CAP missions, like search and rescue and disaster relief after hurricanes. “In the event of a natural disaster, the aircraft will certainly be made available to NORTHCOM for civil response purposes,” Martin said. “However, due to the expense of the aircraft and the need to keep them available to support joint exercises, we don’t anticipate using them to train for standard CAP missions.”

“This is an important real-world mission. It is our contribution to the war effort.”

— Col. John Varljen, CAP’s national coordinator for the Surrogate Predator program

Helping protect America

“Everyone involved is excited,” said Col. John Varljen, CAP’s national coordinator for the Surrogate Predator program. “This is an important real-world mission. It is our contribution to the war effort.”

Homeland security missions are nothing new to CAP, which has played a role in protecting America since its beginning days patrolling the Atlantic Coast for enemy aircraft and chasing German submarines during World War II. With today’s fleet of 550 aircraft, as well as numerous ground assets, and a force 58,000-strong, CAP is considered a force multiplier at a very attractive cost.

“Civil Air Patrol is grateful for this new opportunity to aid in the defense of America,” said CAP National Commander Maj. Gen. Amy S. Courter. “Our members are true patriots, who volunteer to serve and professionally execute their duties with excellence every day. They truly go above and beyond the call of duty in service to this great nation.”

Ward predicts the Surrogate Predator program will be “a real success story” for Civil Air Patrol. “I think it’s going to highlight CAP more than it already has to the Department of Defense,” he said. ▲

Why drive when you can fly?

CAP perfect choice for cadets who want to be pilots

By Jennifer Walker-Journey and Neil Probst

While most 16-year-olds are learning to drive a car, others are also strapping into an aircraft — and Civil Air Patrol is often the organization providing the “wind beneath their wings” that takes them to the skies as pilots and leaders.

Former CAP cadet Robert Wilson did not foresee his future vocation — until, that is, he decided to sign up for CAP’s National Flight Academy. The program requires cadets to study in the classroom, on flight simulators and in the air, culminating in their first solo flights.

At NFA Wilson had the opportunity to fly with Col. Gene Hartman, a fighter pilot during the Vietnam War and CAP pilot flying monthly homeland security missions over Washington, D.C.

“It felt great,” said Wilson, now a CAP senior member. “Really, the greatest thing is that the flight instructors through CAP are very experienced.”

When he left NFA with 10 hours of piloting and a solo under his belt, the next step was totaling at least another 30 hours in the driver’s seat to earn his private pilot certificate. For that, he turned to 1st Lt. John Crouse, a CAP member who had flown F4F Wildcats off the USS Kitkun Bay, an aircraft carrier, as a Navy pilot. After about 40 hours of flying with Crouse, Wilson completed his private pilot check ride in Arizona.

From there, Wilson turned his attention to qualifying to fly CAP aircraft, and he put himself in the hands of yet another highly experienced CAP pilot, Lt. Col. Pete



Photo by Maj. Roger Cox, National Capital Wing

Capt. Robert Wilson, posing here by the tail section of a Cessna 182 aircraft at Davison Army Airfield at Fort Belvoir, Va., was one of a handful of Civil Air Patrol cadets approved to fly CAP aircraft.

Hantelman, a major in the U.S. Marine Corps Reserve and an aviator with 1,300 hours of flight time and 500 hours as an instructor. From Hantelman, Wilson learned how to land with a radar instrument approach, which is only found at military airfields.

When signing off on Wilson’s CAP Form 5, Hantelman said, “He’s one of the rare cadets trusted to take an Air Force-issued airplane in day, night and bad weather, all by himself.”

A senior at Embry-Riddle Aeronautical University in Prescott, Ariz., where he is active in Air Force ROTC, Wilson is studying aerospace engineering with minors in mathematics and defense studies. He earned the CAP cadet program’s highest honor, the Gen. Carl A. Spaatz Award, in December 2008.

Wilson was promoted to captain last fall. He still flies

and serves his local unit, the Virginia Wing's Fairfax Composite Squadron, during breaks from school. Ultimately, he hopes to serve as an Air Force test pilot.

"I am very thankful to those senior members who helped me achieve my goals," Wilson said. "It is my goal to give back to the cadet program and provide the same opportunities I was given."

Another cadet from Virginia, now a senior member with the Leesburg Composite Squadron, 1st Lt. Chris White, had his interest in flying ignited during a brief flight as part of a fifth-grade field trip to Leesburg Municipal Airport. "I thought it was the coolest thing ever," he said.

A few years later White joined CAP, where he "learned of the flying opportunities and quickly burned through all five of my orientation flights," he said. "That set me up to go to National Flight Academy when I turned 16."

Without CAP, White's dream of flying would not have been possible, he said. "Not only was I surrounded by knowledgeable and friendly senior members who were more than willing to help me work on my skills, but CAP also helped me out financially. Shortly after I soloed, I applied for and received the Daedalian scholarship, which awarded me \$2,100 toward primary flight training."

White is a senior at James Madison University in Harrisonburg, Va., pursuing a degree in integrated science and technology with a concentration in telecommunications. When he graduates in the spring, he has a job waiting as a systems engineer with Integrity Applications Inc. in Chantilly, Va.



Photo courtesy of Turba Photography

Cadet Lt. Col. Michael Reindl at Manitowoc County Airport in Manitowoc, Wis., leans against the Cessna 172 Skyhawk in which he soloed on his 16th birthday.

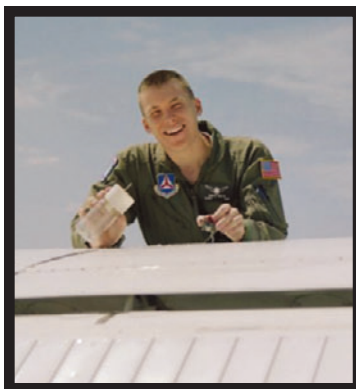


Photo by 1st Lt. Carrie White, Virginia Wing

First Lt. Chris White said soloing at age 16 was "the scariest and most rewarding thing I have ever done."

Cadet Lt. Col. Michael Reindl remembers the first time he flew in an airplane. He was only 3, but the commercial Delta pilot captivated him. He still recalls stepping into the cockpit with the instrument panel lit up and the pilot welcoming him aboard. From that moment on, he was passionate about flight.

Reindl was encouraged by his parents, who signed him up for piloting lessons as a present for his 11th birthday.

After five years of training, he met the Federal Aviation Administration's age threshold to solo. "As soon as the plane takes off and you look at the seat next to you and you see it's empty, well, it feels really cool," he said.

Meanwhile, already eyeing a career as a military pilot, Reindl was looking for roads that would lead him to that goal. Hearing about CAP for the first time at a community fair, he recognized how the organization's leadership and training programs could catapult his dreams into reality. He joined CAP, serving as a cadet first in Appleton, Wis., and later as a member of the Wisconsin Wing's Sheboygan Composite Squadron.

Taking advantage of CAP's leadership training, Reindl attended Cadet Officer School, served on the Wisconsin Wing encampment staff and graduated with honors from CAP's Specialized Undergraduate Pilot Training Familiarization Course, an abbreviated version of the Air Force's first phase of military flight training.

Today, he's a midshipman fourth class at the U.S. Naval Academy in Annapolis, Md., where he's involved with the flying squadron and is a member of the sailing team. He's zeroed in on following up his 2013 graduation with basic flight training.

"There are so many opportunities now," Reindl said. "It's hard to know yet what type plane I would be interested in flying or where the Navy will need me." ▲

HART to Heart

A Bridge Crossing
to Remember

By Mitzi Palmer



Led by a CAP color guard from various squadrons of the Maine Wing and the white-clad Gold Cross Mothers, Americans head to the center of Ferry Point Bridge — connecting Calais, Maine, with St. Stephen, New Brunswick — to meet their Canadian counterparts at the bridge's midpoint.

Photo by Susan Robertson, CAP National Headquarters

Flags carried by Civil Air Patrol color guards snapped in the cold air as the Cadets Canada band played the national anthems of the U.S. and Canada. On a cold Saturday in December, suspended above the St. Croix River at the center point of the Ferry Point Bridge — exactly halfway between Calais, Maine, and St. Stephen, New Brunswick — delegations from both countries met to remember their veterans in the HART (Honoring Allies and Remembering Together) ceremony.

“We must protect the gifts of freedom, liberty and democracy,” said Claude Bourque, an officer with Veterans Affairs Canada. “It is good that Canada and the United States are able to share this special day.”

The climax at the bridge ceremony came with the presentation by America’s Gold Star Mothers of a wreath donated by Maine’s Worcester Wreath Co. and destined for the Canadian war memorial in St. Stephen. This simple, achingly beautiful act by U.S. mothers who know firsthand the pain of losing a child to war marked this season’s official start to the annual Wreaths Across America project.

Now a nonprofit organization, Wreaths Across America annually provides remembrance wreaths for more than 400 veterans’ cemeteries and memorials nationwide and 24 gravesites and monuments abroad.

The garland presented on the bridge is one of 161,000 wreaths donated by corporations and individuals in 2009. CAP is one of the premier supporters of the project, begun by Morrill Worcester, founder of Worcester Wreath Co. in Harrington, Maine.

Following remarks at the bridge by Col. Christopher



Photo by Capt. Susan Hall, Maine Wing

At the center of the bridge and in honor of the Canadian soldiers who also gave their lives in the fight for freedom, CAP Cadet Airman 1st Class Abigail P. Brooks from Maine’s 75th Composite Squadron and Cadet Airman 1st Class Kirby Plummer from Maine’s 77th Composite Squadron presented a wreath to Warrant Officer 1st Class Douglas Baker from the 527 Simonds Squadron of the Air Cadet League of Canada.

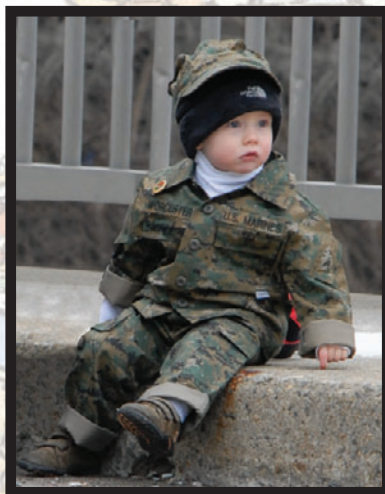


Photo by Susan Robertson, CAP National Headquarters

One of the youngest Americans to witness the ceremony at the bridge was Miles Worcester, grandson of Morrill Worcester, who, when a boy himself, wanted to do something to remember veterans and their sacrifices.

J. Hayden, commander of CAP’s Northeast Region, a moment of silence ensued to remember and honor those who served. Then taps shattered the quiet.

After leaving the bridge, HART ceremony guests convened again for a reception at Washington County Community College in Calais. After the introduction

of dignitaries — including Worcester; his wife, Wreaths Across America Executive Director Karen Worcester; CAP National Commander Maj. Gen. Amy S. Courter; the Veterans of Foreign Wars; American Legion; AmVets; the Patriot Guards; and representatives from the offices of U.S. Sens. Susan Collins and Olympia Snowe and U.S. Rep. Michael Michaud — Gold Star Mother Kathryn T. Cross read a poem.

“It was an afternoon all of us will remember,” said Col. Dan Leclair, commander of the Maine Wing, who helped organize the ceremony. “Each year, CAP’s involvement continues to grow, and the HART ceremony is a new addition to the Wreaths Across America annual celebration. It was a great way to recognize and remember all young men and women from Canada who are serving or have served with the U.S. military and to teach our younger generation about the sacrifices these individuals make for our freedom.”

Karen Worcester recalled the genesis for the project when, as a boy, her husband first saw the rows upon rows of white markers at Arlington National Cemetery. “How very important this is to bring together a new generation of young people so they will visit and honor the veterans’ final resting place,” she said.

Courter noted that this year’s Wreaths Across America observances carried a heightened significance. “This year our ceremonies also honor the memory of the Maine Wing’s Maj. Dennis Murray, who passed away in September and whose devotion to the Wreaths Across America program is



CAP National Headquarters, and the same art decorated the cake, shown above, sliced for serving by Cross and Cadet Airmen 1st Class Kimberly Plummer and Kelly Plummer. The identical twins are members of Maine’s 77th Composite Squadron.



The wreath ceremony further forged the bond between the U.S. and Canada — left to right, Maj. Andrea Hayden, critical incident stress management officer for the Maine Wing; Capt. Blaine R. Harris, deputy commanding officer of the Royal Canadian Air Cadet Squadron of New Brunswick; Maj. Gen. Amy S. Courter, CAP national commander; Officer Cadet Rick Baker, commander of the 527 Simonds Squadron of the Air Cadet League of Canada; Cadet Maj. Christopher H. Slinger, with the Maine Wing’s 35th Composite Squadron; and Warrant Officer 1st Class Douglas Baker, with the 527 Simonds Squadron.

Background: Kathryn T. Cross designed this cover for the HART ceremony invitation. She is one of America’s Gold Star Mothers, an organization of women who have lost a son or daughter fighting for freedom. The group established its charter in 1928 to keep alive the memory of those sacrificed in war. A watercolor of the invitation was presented to Maj. Gen. Amy S. Courter for display at

Kathryn T. Cross AGSM '09

his legacy,” she commented. To his widow, Capt. Judy Murray, Leclair presented Murray with the posthumous rank of lieutenant colonel.

Murray, CAP’s 2008 National Public Affairs Officer of the Year, is credited with helping link the organization with Wreaths Across America more than three years ago.

“That partnership has grown exponentially, and CAP has become a major partner,” Courter said.

Ruth Stonesifer, national president of Gold Star Mothers, summed up the significance of Wreaths Across America when she said, “Somewhere in our healing, we experience moments of panic that our sons and daughters will be forgotten. Wreaths Across America carries great meaning for families who have lost a loved one serving in the military.” ▲

Capt. Mary Story, the Maine Wing’s public affairs officer, contributed to this story.



Photo by Susan Robertson, CAP National Headquarters

American Gold Cross Mothers Barbara E. Bernard, the organization’s national treasurer; Kathryn T. Cross; and Ruth V. Stonesifer, national president, help place the wreath from the bridge ceremony at the war memorial in St. Stephen, New Brunswick, Canada.



If you call for help, will anyone be listening?

As of February 1, 2009, Cospas/Sarsat ceased monitoring 121.5 MHz ELTs. Now is the time to switch to a Cobham Avionics 406Mhz Emergency Locator Transmitter with Artex Technology. With over 20 years of ELT design experience, Cobham Avionics is at the forefront of 406Mhz technology.

- C406 Series
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The most important thing we build is trust

Wreaths Across America

After the wreaths are loaded onto seven semitrailer trucks, a convoy of assorted vehicles begins the weeklong journey from Maine to Washington, D.C. Escorted by motorcyclists of the Patriot Guard, a group dedicated to attending veterans' funerals, the convoy makes 20 stops en route to rally citizens and schoolchildren to the cause.

The Road to Remembrance



As far as the eye can see, wreaths adorn veterans' graves at Houston National Cemetery. CAP helped place 22,000 wreaths there, making it by far Wreaths Across America's largest venue.

Photo by 1st Lt. David McCollum, Texas Wing

*What sweeter plea
than 'remember me?'
What greater glory
than to have that
wish honored?*

By Kristi Carr

If there were anything still to be learned about the significance of the Wreaths Across America project, its executive director, Karen Worcester, discovered it this season in conversation with America's Gold Cross Mothers. The terrible price of admission to their organization is having a child killed while in military service to the country. That awful fact, however, does not diminish the mothers' desire to be with loved ones for the holidays.

"That's why they — and we — go to cemeteries," said Worcester. "When holidays come, you draw comfort from being with your families."

Wreaths Across America supplies wreaths to adorn the graves of veterans each December, drawing together families of the fallen while also inviting all of America to participate. In this endeavor, Civil Air Patrol has found its most pervasive community service ever as one of the project's foremost sponsors.

The reason behind the wreaths

The parents of Pfc. Marcus Allan Tynes, serving with the U.S. Army's 82nd Airborne, did not know they would need to visit the cemetery to be with their son this holiday season. Tynes was killed when the Humvee in which he was riding hit an improvised explosive device in Afghanistan on Nov. 22.

In a cold, driving California rain during the Wreaths

Across America observance at Riverside National Cemetery, CAP's March Field Composite Squadron 45 presented a ceremonial flag to Tynes' mother and stepfather, Dana and Bruce Atlas, as the cemetery's military honor detail fired three rifle volleys.

"I am grateful to Riverside National Cemetery, the military and to those who planned and put together the wreath program today," said Bruce Atlas. "It honors the memory of my son and his sacrifice he has made for his country."

CAP as proud sponsor

"This is where CAP should be," said Maj. Gen. Amy S. Courter, CAP's national commander. "Through this event, we memorialize those who gave the ultimate sacrifice, while we honor those still with us. CAP is proud to partner with Wreaths Across America and Worcester Wreath Co. to honor our fallen servicemen and servicewomen, their families and our communities."

With CAP's involvement, beginning in 2006, Wreaths Across America has exploded from a local and limited operation to a national passion.

Up until that time, Morrill Worcester's annual donation of wreaths from his wreath-making company in Harrington, Maine, had been relatively modest. He'd started in 1992, spurred by an excess of wreaths and a boyhood memory of seeing the multitude of white

markers at Arlington National Cemetery in Washington, D.C. That year, he donated his extra wreaths — all 5,000 of them — for placement on graves in an older section of Arlington no longer frequently visited.

This season, however — with the help of CAP and donations from corporations and individuals — more than 161,000 wreaths were placed on the graves of American soldiers in observances at 405 cemeteries and memorials



Photos by 1st Lt. Ken Benner, California Wing

The folded flag, presented in honor of fallen soldier Pfc. Marcus Allan Tynes, serving with the U.S. Army's 82nd Airborne, lies in the lap of his stepfather, Bruce Atlas, as a salute is fired by members of Riverside National Cemetery's Military Honor Detail Team 45, from left: Chief Master Sgt. Joe Helter, U.S. Air Force; Cpl. Louis L. Morales, U.S. Army;



Staff Sgt. Darrell Booth, California National Guard; retired Master Sgt. Neal Baum, U.S. Marine Corps; and Petty Officer 1st Class Frank Contreras, U.S. Navy.

across the nation, while another 24 ceremonies were conducted at American cemeteries and memorials abroad. With the resources of CAP and its 58,000 citizen volunteers, close to half of the ceremonies were orchestrated by CAP units, with CAP color and honor guards participating at many more locations.

In the Northeast, this celebration of courage and sacrifice has become one of the longest annual veterans' observances, both in terms of distance and time. During a weeklong convoy, patriotic Americans, veterans groups and others lined a 750-mile route from Harrington to Washington.

They waited to pay their respects as trucks bearing the wreaths passed by, escorted by the motorcyclists of the Patriot Guards, a group of riders whose mission is to show respect for veterans by attending the funerals of fallen American heroes as invited family guests.

A sense of belonging

Following the placement of wreaths at the CAP Memorial, Columbia Space Shuttle Memorial, Tomb of the Unknown Soldier and the Women In Military Service For America Memorial, the Wreaths Across America observance ended at Arlington with a reception for distinguished visitors in the Hall of Honor at the Women's Memorial at the ceremonial entrance to Arlington National Cemetery.

Both the occasion and the location were gratifying to Lt. Col. Bonnie Braun, who noted, "As a veteran and CAP member, I am very honored to be part of something special to honor our veterans that have passed and those on active duty."

Exhibits at the memorial attracted CAP cadets interested in learning about the role women have played in defending the nation.

Response to sacrifice

Emotions at Wreaths Across America ceremonies were as varied as the individuals attending the observances.

"I would have been here even if it had snowed," said

CAP member Maj. Nicole Malachowski, left, the first female USAF Thunderbird, said, "I'm happy to be here as a role model for the cadets and I'm proud to see CAP involved in such an event. It's an honor." She is joined by CAP Cadet 2nd Lt. Emily Speziale, a member of the New Jersey Wing's



Photo by Lt. Col. Janeen Chazell, Rocky Mountain Region

Pineland Composite Squadron, and Col. Mary Feik, a CAP life member from the Maryland Wing, during the reception at the Women In Military Service For America Memorial.



Photo by Lt. Col. Wendy White, Virginia Wing

The Wreaths Across America observance provides an opportunity for women who have served their country in the military, CAP or both to gather and network. Contemplating the accomplishments commemorated at the Women In Military Service For America Memorial are Maryland Wing cadets, from left, Cadet Tech. Sgt. Melissa Weinhold, Cadet Airman Ashley Peterson and Cadet Airman 1st Class Megan Bassett.

Vietnam veteran Rick Pena, who attended the rainy observation in Houston. "This is such a simple thing to do, but it means so much. I'll keep coming here every December until I can't walk. But even then, I'll always be here in spirit."

Ehrin Jimanski attended the Arlington ceremony after accompanying the convoy from Maine. She was there to place a wreath on the grave of her father, Roger M. Sherman, who served as an Air Force recruiter for most of his 25 years in the service.



The bright white marble gravesites at Arlington National Cemetery were decorated with 16,000 red-ribboned Worcester wreaths.



The headstones in the foreground, a truck from the Wreaths Across America convoy in the background and scores of volunteers in-between tell the story of how seriously Americans feel about honoring their veterans. An estimated 7,500 CAP members, veterans, active-duty military, Gold Star mothers and American citizens participated at Arlington National Cemetery.

At Tyler Memorial Park in Tyler, Texas, Brant Hubl, whose eight-year service with the Air Force ended recently, noted, “Having been in the military, I always try to remember veterans, but I always find it touching and appreciate it when I see others honoring our heroes as well.”

For Kathy Bennett, Arlington was her first Wreaths Across America event. As second vice president of the Blue Star Mothers of America chapter in Fredericksburg, Va., she wore pinned to her jacket photos of her two sons in the service — one in Afghanistan and the other soon to be deployed. She also serves as her chapter’s blue to gold liaison, a Blue Star

Mothers' activity that gives comfort and assistance to Gold Star Mothers at the time of a military death.

CAP's Lt. Col. Jett Mayhew, who is assigned to National Headquarters but lives in Maryland, helped with many local Wreaths Across America arrangements. "Someday my husband, who is retired from the Air Force, will be laid to rest here, and I know he will not be forgotten. Being here today simply makes me proud to be an American and a member of CAP," she said.

Also at the Arlington observance, Anthony Montagnolo stood with his wife, Donna, looking across the cemetery from the top of a hill.

"It's hard to explain the feeling," this Vietnam veteran from Philadelphia said. "You look around and you see how many heroes you are among." His thoughts turned to

Brig. Gen. Reggie L. Chitwood, CAP national vice commander; Cadet 2nd Lt. Kyle Lahr of the Maryland Wing's Hagerstown Composite Squadron; and Col. Mary Feik, a CAP life member from the Maryland Wing, prepare to place a wreath at the Columbia Space Shuttle Memorial at Arlington National Cemetery.



Photo by Lt. Col. Wendy White, Virginia Wing

the loss of two buddies killed in the Southeast Asian conflict, and tears filled his eyes.

He was amazed, he added, at the number of young volunteers at the wreath laying. What he may not have realized was the impact Wreaths Across America has on them.

Receiving by giving — true for the holiday and CAP

Cadet 2nd Lt. Jesse Carr, with the Texas Wing's Tyler Composite Squadron, is just one of many CAP cadets profoundly affected by participating in Wreaths Across America. At the local cemetery, he was given the task of passing out wreaths to volunteers and was surprised to be approached by what appeared to be a walking umbrella. "I peered beneath it," he said, "and saw a small girl, not any older than 5 or 6. I handed her a wreath (and) stared in silence as she walked away, (bearing) a wreath almost as big as she was.

"This one little girl showed me the true heart of American patriotism. Even this young girl, ignoring rain and cold, was determined to pay tribute to her heroes.

"Civil Air Patrol has developed in me a deep and passionate respect for our veterans. ... I know that when I lay in bed at night I am safe because of their sacrifice," he said. ▲

Cadet 2nd Lt. Jesse Carr, Maj. Paul Cianciolo, 1st Lt. Robert Harris, 2nd Lt. Kelly Maricle, Lt. Col. Jett Mayhew, 1st Lt. Adelle McKinney, 2nd Lt. Bill Pritchard, 1st Lt. Rodrigo Saucedo, Capt. Grace Stapf and Maj. Arthur E. Woodgate contributed to this story.

Photo by Lt. Col. Loucandy Bail, Idaho Wing



With cadets standing at attention, Maj. Gen. Amy S. Courter places a wreath at the grave of U.S. Army Maj. John Joseph Neiger Jr., a West Point graduate of the class of 1935 who served as an aide to Gen. George M. Parker Jr. in World War II in the Philippines. Neiger survived the Bataan Death March and more than two years in Camp Cabanatuan before he was boarded on the Japanese hell ship, the Oryoku Maru. The ship was bombed and sunk by friendly fire in Subic Bay, Philippines, in December 1944, because the Japanese did not observe the convention of painting a red cross on a ship loaded with POWs.



Photo by Lt. Col. Wendy White, Virginia Wing

Members of Civil Air Patrol's Middle East Region honor guard — Cadet Senior Staff Sgt. Casey Caruso, left, and Cadet Tech. Sgt. James Auger — watch over a wreath placed on the steps of the U.S. Capitol.

Wreaths Ceremonies Honor

At the U.S. Capitol and at state capitals across the land, Wreaths Across America observances were held. A CAP Honor Guard from the Middle East Region sets a wreath in place at the west steps of the Capitol facing the Washington Mall. For four hours, the wreath remained under constant guard by CAP cadets, including Cadet 2nd Lt. Trevor Leon Guerrero, inset. Lt. Col. Jett Mayhew, assigned to CAP National Headquarters, overheard a moving tribute to both veterans and CAP from one Capitol policeman: "I cannot tell you how this makes me feel ... how a youth group comes to honor our fallen vets."



Photo by Lt. Col. Loucendy Ball, Idaho Wing

Photo by 1st Lt. David McCollum, Texas Wing



Wreaths are "born" at the Worcester Wreath Co. in Harrington, Maine, where some of the employees are also Civil Air Patrol members. Capt. Elaine J. Merritt adds a red bow as the finishing touch to the evergreen wreath.



Photo by Susan Robertson, CAP National Headquarters

In Texas, two Korean War veterans place a wreath at Houston National Cemetery.

Those Who Served

Photo by 1st Lt. Stacy Bowman, Maryland Wing



At Arlington National Cemetery cadets from the Maryland Wing's Mount Airy Composite Squadron carry a wreath, America's colors and the gratitude of the nation as they march single file. Nearly 200 CAP cadets were at the Arlington observance, some from as far away as Montana and Idaho.



Photo by Lt. Col. Loucendy Ball, Idaho Wing

Daniel Ginsberg, assistant secretary of the Air Force for Manpower and Reserve Affairs, behind the cadets, joins CAP National Commander Maj. Gen. Amy S. Courter in placing a wreath at the Women's Memorial at Arlington.

Photo by Lt. Col. Loucendy Ball, Idaho Wing



In recognition of the tremendous gift the Worcester Wreath Co. has given to the U.S. with its remembrance of veterans, Maj. Gen. Amy S. Courter presents a clay eagle to Morrill Worcester, company president, whose idea started it all; Maj. Wayne Merritt, co-director of Wreaths Across America; and Karen Worcester, executive director of Wreaths Across America.



Photo by Susan Robertson, CAP National Headquarters

Wreaths Across America is such a deserving community service that others have joined Civil Air Patrol in supporting it. In addition to many individual wreath purchases, project benefactors include the USO and several corporate sponsors, such as Wal-Mart, whose representatives presented the nonprofit with a check for \$150,000. Pictured, from left, are Karen Worcester, executive director of Wreaths Across America; Chuck Warden, Veterans of Foreign Wars chaplain; Pastor George Woodward from the Worcester's church; Patrick Simmons of Wal-Mart; Morrill Worcester, president of Worcester Wreath Co.; and Jim Farrell of Wal-Mart.

'Maj. Murray, We Miss You'

By Kristi Carr

Perhaps no one with Civil Air Patrol has been more closely associated with Wreaths Across America than Maj. Dennis Murray of the Maine Wing, so this season's event took on heightened meaning for CAP as one of the Worcester wreaths now decorates Murray's grave. Still in his 60s but suffering from multiple organ failure, he died on Sept. 3, 2009.

Of her husband's devotion to Wreaths Across America, his widow, Capt. Judy Murray, said, "That was Dennis' absolute heart. I bet he spent 30 hours a week in his office downstairs working on it. It was his way to give back.

"Dennis loved his country, and he loved CAP," said Murray. She described how her husband, though disabled from exposure to Agent Orange while serving as a Marine in Vietnam, trekked to his backyard every day to raise the American flag on a pole installed there.

"We're just a military family," Murray said simply. Two grandsons are both serving their country in active duty. One, Tyler Croman, returned recently from Iraq, where he was a combat medic. Another — Cadet Maj. Stephen Lincoln, whom Murray described as her husband's "shoulder," as they were always together — will deploy to Afghanistan as a military policeman with the National Guard early this year, even as he continues to maintain his



Photo courtesy of WreathsAcrossAmerica.org

Posthumously awarded the rank of lieutenant colonel, Dennis Murray, CAP PAO of the Year in 2007, was a driving force behind CAP's involvement with Wreaths Across America. After helping introduce the project to CAP in 2006, he continued to devote many hours to the efforts every week.

Capt. Judy Murray accepts the epaulets signifying her husband's posthumous promotion to the rank of lieutenant colonel from Maine Wing Commander Col. Dan Leclair. The presentation was made at the Wreaths Across America reception in Calais, Maine, following the U.S.-Canadian border ceremony on the Ferry Point Bridge. Behind them are Col. Christopher J. Hayden, commander of CAP's Northeast Region, and Maj. Gen. Amy S. Courter, CAP's national commander.



Photo by Susan Robertson, CAP National Headquarters

CAP membership.

Her grandsons keep Murray apprised of the postings that still come in to their grandfather's Facebook page, mostly with the same sentiment, "Maj. Murray, we miss you."

The Maine Wing's commander, Col. Dan Leclair, recalls a time when working on the Wreaths Across America project was limited to the local CAP 75th Composite Squadron, where Morrill Worcester was getting help to decorate and load his company's wreaths onto trucks. Not only did he get that help, but the squadron's Murray and Maj. Wayne C. Merritt, also an employee of Worcester's, spread the word about this worthwhile endeavor up the CAP chain of command. CAP became a prominent event sponsor in 2006. "It's hard to believe," said Leclair, "that just a simple squadron event has turned into an international one."

Merritt, whom Murray describes as like a brother to her husband, now carries on without his sidekick, to assure Wreaths Across America continues to fulfill its mission of remembering the sacrifices of America's veterans and that CAP continues to be a major supporter of that cause. Merritt is reminded of his friend and fellow CAP volunteer every time he reaches into his pocket. He and Murray were each given a small crystal heart by the hospital at the time of Dennis' death. Murray said Merritt told her, "That heart is the first thing that goes in my pocket in the morning and the last thing I take out at night." ▲

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CAP's Ingenuity Sells Wreaths At Grocery Check-out

When the cadets of the Georgia Wing's Gwinnett Composite Squadron saw veterans' graves without wreaths as they helped at the 2008 Wreaths Across America ceremony at Marietta National Cemetery, they decided they needed a better marketing approach to selling the garlands this year. One idea was set in motion when Cadet Maj. Joshua Stultz asked his local Kroger grocery if the squadron could set up a booth outside the store one Saturday.

"Those few hours netted the squadron over 130 wreaths," said Lt. Col. Deborah Schmid, the squadron's deputy commander for cadets, "but the conversations we had were priceless."

In the end, two local Kroger stores participated, and shoppers purchased wreaths on the spot, dropped their change into a boot, took sponsorship applications home to register online and spent time sharing stories with the cadets about their sons, daughters, wives and husbands who are serving or have served in the past.

"Some even came by who were home on leave and were honored by our presence that we would be doing such a wonderful thing," Schmid said. "Those were the most humbling times for us all."

Kroger Co. also purchased



Photos by Cadet Capt. Matt Sorcic

Cadet Airman Bailey Zindorf and Cadet 2nd Lt. Michael Karsten explain the Wreaths Across America effort to a Kroger shopper.

wreaths, and the store managers asked the cadets to return next year. "And I am sure," said Schmid, "it wasn't because the cadets helped the lady who lost her car or helped others get to their cars with their groceries."

Coca-Cola and Wal-Mart also sponsored wreaths, said Schmid. ▲



The loose change that shoppers dropped into this boot was used by the Gwinnett County Composite Squadron to buy even more wreaths. The unit's goal is to someday honor each of the 18,000 graves at Marietta National Cemetery with a wreath, so it's a safe bet their grocery store marketing campaign will continue to expand.

PATRIOTISM

Exemplified

North Central Region's Sgt. Philip J. Svitak American Patriot Award named for former CAP cadet, active-duty Army sergeant who died in combat in Afghanistan

By Kimberly Wright

Some soldiers gave all in defense of liberty, leaving behind families and communities to mourn them. Such is the story of Army Sgt. Philip J. Svitak, a former CAP Nebraska Wing cadet, who died in the line of duty in March 2002 defending his helicopter from a Taliban attack during a rescue mission of special operations forces in Operation Anaconda in Afghanistan.

In response to the tragic loss, North Central Region Commander Col. Steve W. Kuddes, who served as Svitak's commander when he was a member of Nebraska's Fremont Cadet Squadron in the mid-1980s, established an award in his memory — the Sgt. Philip J. Svitak American Patriot Award.



Photo courtesy of Svitak family

U.S. Army Sgt. Philip J. Svitak, a former Nebraska Wing cadet, died in the line of duty in March 2002 defending his helicopter from a Taliban attack.



Central Region. Usually at his own expense, Casler has traveled to the various wings in the region to help train personnel.

“Col. Casler gives from the heart, just like Phil did,” Kuddes said. “Phil’s dedication to saving lives was evident by the sacrifice he made. Col. Casler’s dedication is evident by the amount of time he serves CAP.”

The 2008 honoree was U.S. Army Chief Warrant Officer 5 Charles Gant, pilot of the helicopter Svitak was defending when he lost his life in 2002.

“Phil was the flight engineer of the helicopter, so he was manning a

Members of the Missouri Wing’s Cass County Composite Squadron Honor Guard regularly present the colors at Kansas City Royals and Kansas City Chiefs games. Their performances earned the squadron the inaugural Sgt. Philip J. Svitak American Patriot Award in 2006.

“The basic criteria for the award are how you honor the country Phil and I love so much,” said Kuddes. “One thing we had in common was teary eyes when we heard our national anthem and saw the American flag waving proudly above our United States. Both of us served our country, and we had great respect for each other and those who have served.”

The latest award was presented in 2009 to Col. Joe Casler, who heads up emergency services, Svitak’s strongest area in CAP, for CAP’s North



North Central Region Commander Col. Steve Kuddes, left, presents the Sgt. Philip J. Svitak American Patriot Award to U.S. Army Chief Warrant Officer 5 Charles Gant.

door gun,” Kuddes explained. “The Taliban bunker was on Phil’s side, and he put down suppressing fire until he was hit. Though seriously injured, Mr. Gant landed the helicopter, saving the lives of many on board. He now helps us remember Phil and is the kind of person or organization we honor in Phil’s name.”

No winner was named for 2007, but the inaugural award winner in 2006 was the Missouri Wing’s Cass County Composite Squadron.

“Cass County won because its color guard spent hundreds of hours in front of tens of thousands of people,” said Kuddes. “It presents the colors at the Kansas City Chiefs football and Royals baseball games. It does NASCAR races and parades. The members do it because of their patriotism and love for the USA.”

The Cass County Honor Guard was requested by some rather impressive organizations, including the Kansas City Royals, who invited it to perform before a sold-out crowd during Opening Day ceremonies and at many subsequent games, said Capt. Tammi Miller, the squadron’s public affairs officer. Its live viewing audience has totaled more than 1.4 million. ▲



The Patriot Award’s 2009 winner, Col. Joe Casler, mans his post at the Kansas Wing’s 2009 search and rescue evaluation.

Tale of a Hero

The following excerpt from a letter written by U.S. Army Chief Warrant Officer Charles Gant to Sgt. Phil Svitak’s parents illustrates how Svitak lost his life:

Because Phil was able to return effective fire, he bought the helicopter just a few precious moments that meant the difference between total loss of the aircraft and its occupants and the controlled landing that allowed most of the rescue force to exit, still under fire.

People that have never done it can’t fully grasp what it takes to be a crewman and gunner on a heavy combat assault helicopter. An infantryman is able to crawl along on the ground and move carefully into position. He can immediately dive behind a rock if he comes under fire. He can stop his forward movement and wait and think. Phil did not have that luxury.

The helicopter dictated his point in space, high and exposed. He had to gut it out and remain in position while the helicopter, under fire, was on a final approach. The bunker was on Phil’s side. He remained exposed, behind the gun, without complaint.

Many warriors try to lay claim to the mantra “never leave a fallen comrade.” But it was the crew of RAZOR 1 that knew the situation on the 10,000-foot mountain in Afghanistan called Takur Ghar. In broad daylight, with no fire support, completely on its own, RAZOR 1 made the conscious decision to follow through with a rescue effort.

It was Sgt. Phil Svitak, flight engineer of Chinook 475, call sign RAZOR 1, who lost his life, his hands on his gun, defending his helicopter, while attempting to save a fallen comrade.

Because of Phil, the Rangers’ quick reaction force was able to gain control of Takur Ghar. And because of Phil, they did indeed leave no one behind.

This was the Battle of Takur Ghar as it was fought by Phil and the crew of RAZOR 1.

I am forever grateful to have had the opportunity to serve with Phil, to have witnessed his gallantry and to be inspired by his heroism.

WEARING OF THE BLUES

CAP uniform styles change over the years

By Janet Adams

At the end of World War II, when Civil Air Patrol was the auxiliary of the U.S. Army Air Force, its members were permitted, in recognition of the corps' exemplary service, to replace the required Army Air Force red epaulets with a distinctive shoulder emblem bearing the red-arc, white-letter CAP designation.

Some years later, when the U.S. Air Force became a separate branch of the military in September 1947, it wanted a distinctive uniform in a light blue green like the rest of the world's air forces. The Army quartermaster and the federal government had thousands of yards of green wool serge. Complying with the request for a different color uniform when there was no money for new material led to a simple solution: Dye the green serge dark blue.

Voila! The snappy new uniforms became the standard "dress blues" for the Air Force and, following suit, CAP had a new blue — shade 84 — for its winter uniforms. The "silver tan" shade 193 was selected for summer wear.

Over the years numerous modifications to all Air Force uniforms were usually authorized for CAP. Along the way, CAP made additional changes to its uniforms.

Col. Leonard Blascovich, CAP's national historian, noted some of the changes: "Cadet chevrons were in style point-side-up, then point-side-down. Cloth specialty insignia appeared on sleeves, then converted to ribbons or metal and moved to above the right or left pocket. Ike



Officer's Winter Service Coat

1948-1954

This is the officer's winter service coat for a first lieutenant. The rare national patch on the left shoulder indicates the wearer flew with a tow target unit after completing a year's service flying coastal patrol. This is shown by the coastal patrol patch and two six-month service bars worn above the left cuff.

jackets were in vogue; then lengthened service coats became the norm. When the Air Force adopted a more military look to its shirts, blue epaulets with rank insignia were added.

"We wore them with CAP embroidered above the grade," Blascovich said. But, after a review by the Air Force, CAP was directed to dress more distinctively from active-duty Air Force, and the CAP Executive Committee opted for maroon.

Some Army Air Force and later CAP women's uniforms followed fashion trends. Beginning in World War II, some culottes and skirt lengths mirrored the fashion of the day — from mid-calf to knee-length, then form-fitting to A-line. Unlike the airlines, however, a major dress designer was not commissioned to develop a unique look. Basically, the designs for women mirrored the men's uniforms across

Photos courtesy of CAP Historical Foundation



**Summer Service Bush Jacket
1956-1965**

This is a tan, cotton bush jacket with separate belt and tan plastic buckle. This jacket quickly fell out of favor with the Air Force, as it had to be tailored to look decent and quickly became rumped when worn.



**Summer Service Coat
1942-1944**

This is an officer's tropical worsted service coat with silver "C.A.P." cutouts on the upper lapels and props and wings on the lower. Also worn is a set of pilot's wings on the red 500-hour service ribbon.

the board — from service coats and dress blues to fatigues and formal attire.

Air Force regulation jackets were converted to CAP uniform items with the addition of CAP buttons, patches, badges and chevrons. "Some creative cadets and seniors many times tried to bend the rules," Blascovich said. "Although these spur-of-the-moment creations never made it into regulation handbooks, some examples entered the photographic record as examples of the wearer's ingenious attempt to achieve a distinctive CAP look."

Khaki uniforms were worn until 1956 — "long-sleeved, highly starched, just what you would like to be wearing on a hot summer day," Blascovich said wryly, adding, "Development of the 505s was most welcomed as lightweight summer uniforms." Distinctive CAP and wing patches identified the wearer as a CAP member. Crispness was the style of the day.

Perhaps the most disastrous design as far as general wearability is concerned was introduction of the "505-bush" jacket in the late '50s, worn until the early '60s. "After 30 minutes sitting at a desk or in a meeting," Blascovich said, "the all-cotton, buttoned-up jacket became so wrinkled and disheveled-looking, it was an embarrassment to the wearer."

In 1957 CAP developed several corporate uniforms. First there was a CAP blazer created for the International Air Cadet Exchange program and, later, golf shirts in blue and white.

Another, more recent formal style bearing all types of insignia, from silver stripes on the cuff to metal rank on the epaulets, came with introduction of a mid-length, double-breasted jacket. It was recently made obsolete.

The present range of Air Force-authorized uniforms — from fatigues to formalwear — offers clean lines, classic details and a look CAP members can be proud to wear. There are specific rules and regulations governing when and how uniforms are to be worn, but they do not detract from the sheer pleasure of appropriately wearing the blues as a member of CAP, the Air Force's auxiliary. ▲



**Cadet Summer Service
Shirt and Skirt
1942-1954**

The designs for women mirrored the men's styles for all uniforms, though skirt style and length followed the fashion of the day.



**Eisenhower or "Ike" Jacket
1945-1954**

This jacket was in vogue before being replaced with lengthened service coats.



George Dijeau sits behind the controls of a DC-4 during one of his stints as a commercial pilot.

14,000 hours and counting: 95-year-old pilot still flying

By Donna Melton

“That’s when I said my little prayer, ‘God help me.’ All four of us got out without a scratch,” he said.

Dijeau and the crew drifted five miles away from the sinking plane, floating more than six hours before being rescued.

Civil Air Patrol Col. George Dijeau appreciates the valor of C.B. Sullenburger, the US Airways pilot who heroically ditched his Airbus 320 in the Hudson River, saving all 155 passengers and crew.

“I’d like to shake his hand,” Dijeau said. Just like Sully Sullenburger, Dijeau kept his cool during a crash landing on water.

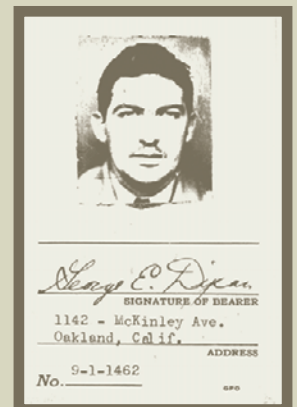
An engine fire forced Dijeau to land a DC-4 in the Pacific on his way from Oakland, Calif., to Honolulu.

It was 3:30 the morning of March 27, 1953, as Dijeau sailed the California Eastern cargo jet through three layers of clouds at a near stall, waiting to feel the first wave hit the tail of the plane so he could lower the nose. Two engines were out on the right side, and he was descending at 100 feet a minute.

PILOT PUTS ON THE CAP UNIFORM AGAIN

That’s just one of many stories the Fremont, Calif., man can recall from his 14,000 hours in the air. At 94, he passed his physical to maintain his FAA license. He regularly takes his wife, Harriet, and another pilot friend to Napa Valley for lunch in a Cessna 172.

Dijeau is also active with Amelia Earhart Senior Squadron 188 at Oakland International Airport, where he was honored last year with



This is a copy of one of Dijeau’s first Civil Air Patrol identification cards.

his eagle insignia, making him a full colonel.

“It sure feels good to be back in the CAP uniform,” he said.

It was some 74 years ago that Dijeau, a 21-year-old journeyman electrician, and his first wife paid for a plane ride to see the Treasure Island Fair Grounds from the air.

“I got the bug then, and the next week we started flying,” he said. He got his private license in 1939.

He was president of the Civil Air Reserve, meeting in a hotel in Alameda, Calif., when he learned about the new Civil Air Patrol and joined.

Just before the Pearl Harbor bombing, Dijeau trained at Bishop, Calif., for his commercial and instructor license. When the Army Air Forces came looking for pilots, he was ready. During the war, his wife worked at Alameda Naval Air Station as a crane operator while he continued his training at King City, Calif. A back injury suffered while teaching cadets to perform slow rolls earned him a medical discharge from active duty.

Unable to fly for the Army Air Forces, he continued training for additional ratings. In Fort Worth, Texas, a classmate got him involved in the Corpus Christi CAP squadron, where he was hired to give pilots instrument training.

HE SCANNED THE SEAS FOR GERMAN SUBS

For an extra \$8-a-day incentive, Dijeau flew a CAP single-engine plane with a 25-pound bomb over the Caribbean and the Gulf of Mexico looking for German submarines.

“I never had to drop one,” he said.

His squadron transferred to San Jose, Calif., where he flew a few more missions before receiving an honorable discharge from CAP in 1944 so he could work for Western Airlines. He flew for about a year before he was asked to resign to make room for aviators returning from the European front at the end of the war.

After just a few weeks back at work as an electrician, he was offered a pilot’s job at Trans Ocean Airlines.

Dijeau flew when he could and worked as an electrician the rest of the time. Even after retirement, he

couldn’t keep his feet on the ground, though now he just takes to the air for fun.

“You can take the man out of aviation, but you can’t take the aviation out of the man,” he said.

STILL FLYING AFTER ALL THESE YEARS

Dijeau surprises people when they learn he still flies at 95. He doesn’t understand their shock, since he also drives a 36-foot motor home on his road trips with Harriet.

The newlyweds, who had been friends for 40 years, joined the Amelia Earhart Senior Squadron together in 2008.

Retired Air Force Maj. Keith Raley remembers meeting Dijeau in the parking lot of the squadron’s headquarters and speaks reverently about the senior member’s contributions.

“Mr. Dijeau was not just a CAP pilot, but a CAP instructor pilot,” he said. “If not for his contribution in training and qualifying CAP pilots during the early

days of 1942, there may not have been a viable and successful Coastal Patrol capability in the Gulf of Mexico and Texas Coast.”

Raley said Dijeau’s dedication and loyalty to Civil Air Patrol is

timeless. “Those who have a strong public service spirit have it all their lives, no matter what age,” he said.

Maj. Juan Tinnirello met Dijeau at a squadron meeting.

“The biggest impact George made on me is his willingness to continue serving CAP in whatever way he can,” Tinnirello said. “He is an exemplary model for the cadets and the senior members as well.” ▲



Maj. Juan Tinnirello



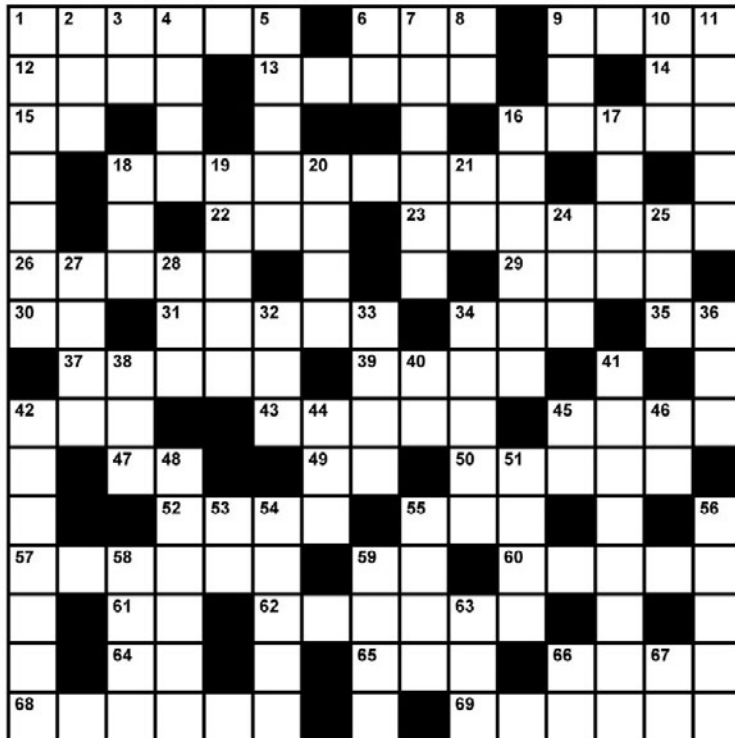
George and Harriet Dijeau belong to Amelia Earhart Senior Squadron 188.

Photo by Maj. Juan Tinnirello, California Wing

Civil Air Patrol Crossword

Crossword by Myles Mellor
www.themecrosswords.com

Answers on page 52



Across

1. "Everyday ____, every day," CAP saying
6. Maj. Gen. ____ Courter, CAP National Commander
9. Bright ____ Bags, they were recently named "Flight Bag of the Year"
12. Right on!
13. ____ carriage, the landing gear of a land-based aircraft
14. Felling equipment
15. Press relations rep
16. Hilton aviation software for Windows Mobile and BlackBerry phones
18. CAP's magazine
22. Imitate
23. Personal view
26. Klutzy
29. ____ water, prestigious CAP scholarship
30. Aerospace Education, for short
31. Col. George ____, first commander of the CAP Ohio Wing
34. Understanding words
35. Prosecutor, abbr.
37. UFO pilot?
39. The force exerted on the top of a moving airfoil as a low-pressure

area that causes a wingform to rise

42. Flight radio operator, abbr.
43. Group of eight
45. October birthstone
47. Software recipient
49. America
50. ____ nage, aircraft's tail group
52. Yearn (for)
55. Code of life
57. ____ Tourville, chief of professional development at CAP National Headquarters
59. Clinton state
60. EPIRB part
61. Each, for short
62. Say casually
64. Shelby locale
65. The "I" factor
66. Sandwich joint
68. Gen. Carl A. ____ Award, the highest CAP distinction for cadets
69. These beacons are used by marine craft

Down

1. One of the principal reasons for pressurized aircraft
2. Always, poetically
3. Sun god

4. This state prides itself on being the "birthplace of aviation"
5. Add (2 words)
6. Promotional item
7. Aka shooting star
8. 365 days, for short
9. Hawaiian headwear
10. Henpeck
11. ____ Mobil, gas company that offers a 10 percent CAP member discount on top-of-the-line lubricants for your personal aircraft
16. Flying brothers?
17. Hit perfectly
18. Compete
19. Starbucks order
20. Maj. James B. ____, founding Civil Air Patrol member who was present for the birth of CAP and its Ohio Wing
21. Old vinyl record
24. Votes against
25. Strange
27. Close by
28. Pressure gauge measurement
32. Beatle wife
33. Emergency Locator Transmitters, for short
34. Frequently
36. A measurement of altitude above a specific land mass, for short
38. Cut off
40. That is, for short
41. Quicker
42. CAP members get a special discount on products purchased from this company that sells gear designed for and by pilots
44. Start signal
45. Operation, for short
46. Single, before a vowel
48. Poolside cottage
51. Lt. Col. ____ Bailey, director of operations for the National Capital Wing
53. Unit of radioactive activity
54. Rental car company that offers a discount to CAP members
55. The resisting force exerted on an aircraft in its line of flight opposite in direction to its motion
56. ____ Piccotti, CAP National Headquarters employee who volunteered on ABC's "Extreme Makeover: Home Edition"
58. Test phase
59. Dinner starter, ender
63. Fish eggs
66. British princess
67. Weight measurement

Louisa Spruance Morse

Hall of Honor member remembered for 60 years of service to CAP

By Steve Cox

As Civil Air Patrol began its 68th year of service to America, members in Delaware and the Middle

East Region paused to remember CAP's first and longest-serving female corporate officer, who dedicated much of her life to the organization.

Col. Louisa Spruance Morse died Oct. 22 in Wilmington, Del. She was 96 years old.

"Louisa was irreplaceable and will be remembered for all time as a pioneering leader in America's Air Force auxiliary," said Brig. Gen. Richard L. Anderson, one of two CAP national commanders who served under her as a cadet.

One of only two women inducted into CAP's Hall of Honor, Morse was active in the organization for more than 60 years, starting as a ground instructor in World War II and rising to serve as commander of the Delaware Wing for 23 years.



Col. Louisa Spruance Morse early in her Civil Air Patrol career wore the uniform CAP officers wore from December 1944 to August 1951.

At her home in Wilmington, Del., in March 2009, Morse shows off her Spaatz Association honorary membership certificate and a challenge coin from CAP National Commander Maj. Gen. Amy S. Courter.

She was Delaware's first — and only — female wing commander and also became the first woman to serve on CAP's National Executive Committee when she was appointed commander of the Middle East Region. In

addition, she made major contributions as CAP's national controller and as founder of the organization's National Historical Committee.

Morse was a true trailblazer, breaking new ground throughout her lengthy and productive career.

During World War II she was a Red Cross first aid instructor in Wilmington. She studied to become an aviation ground instructor and became certified by the Civil Aeronautics Authority. She enlisted in CAP as a private in November 1942 and began teaching officers the basics of navigation, meteorology and civil air regulations, though she herself was not a pilot.

"I was not a pilot, but I'd done a lot of Red Cross instruction," Morse said in an interview in 2006 for the *Civil Air Patrol Volunteer's* 65th anniversary issue. "In those days of the civilian pilot training corps, kids were given ground instruction before they went in the military to get a head start on flying."

Morse read in the newspaper that CAP needed instructors, and she volunteered. "They did not have cadets when I went in, so I was teaching pilots," she remembered. Though she had a staff sergeant rating because of her experience in civil aeronautics, she wouldn't take the stripes until she could drill the troops. "So, I learned how to do it," she said.

Morse progressed through the enlisted and officer ranks. Her staff assignments included instructor, squadron assistant training officer, wing assistant training officer, wing supply officer and wing fiscal officer.

In 1953 she was appointed Delaware Wing commander, and she served diligently until 1976. She was named Wing Commander of the Year for 1969

among CAP's 52 wing commanders before her appointment in 1976 to the National Executive Committee as Middle East Region commander.

She held that post for three years before becoming the national controller of CAP for the next three years. Before she relinquished the post in 1983, Morse was inducted into the CAP Hall of Honor.

Her decorations during her CAP career are legion. In addition to her 1982 Hall of Honor induction, she was awarded the wartime Courier Service Ribbon and the Distinguished Service Medal with four bronze

clasps. She also was inducted into the Delaware Aviation Hall of Fame in 2003.

Despite the accolades, Morse was most proud that two of her cadets — Anderson and Brig. Gen. S. Hallack "Hal" du Pont Jr. — became national commanders.

A recently retired U.S. Air Force colonel who now serves on CAP's Board of Governors, Anderson said Morse influenced him for nearly 40 years.

"Col. Morse had a profound impact on my life," he said. "She was one of the major reasons for

my desire to remain in CAP as a senior member after my cadet years concluded. Simply put, I wanted to emulate her lifetime of service through CAP, which also played out in my decision to pursue an Air Force career."

During his eight years as an Air Force colonel, on his service uniform Anderson wore the same eagles Morse gave him in 1986 for his CAP service dress uniform when he was appointed Nebraska Wing commander.

"They were the same eagles that she wore on her



In 2003 Morse was presented with a plaque honoring her 60 years of service to Civil Air Patrol and her country when she was inducted into the Delaware Aviation Hall of Fame. With her are, from left, then-cadets Robert L. Staton, Jerry A. Horn Jr. and Nicholas A. Horn and former CAP National Commander Brig. Gen. Richard L. Anderson, one of two of her former cadets who became national commanders.

own CAP uniform starting in 1953 and until her active service with CAP concluded,” he said. “That’s the sort of impact that she had on my life, and I was privileged to remain in close contact with her until just one month before her passing.”

Anderson said Morse touched thousands of other lives through the CAP cadet program and was a major benefactor, through her generous financial contributions, of Aviation Leadership Scholarships awarded by The Spatz Association to deserving CAP cadets.

Morse’s years in CAP were a family affair. Her husband, Lt. Col. Albert W. Morse Jr., an Army reserve officer, became an active member of the Delaware Wing after they were married in 1947. Their son, William, was a cadet.

“When there would be a mission, we’d start from the house,” she recalled in her 2006 interview with the *Volunteer*. “I’d get on the radio or the phone, and we’d run things from the house until we’d reach people. We’d get the calls about 4 a.m., usually.”

Lt. Col. Morse, like his wife, advanced in a succession of CAP posts, including director of operations for the Delaware Wing. He died in 1979, the victim of a stroke.

Morse continued to serve in her later years, mainly through her work with the CAP National Historical Committee, which she founded. As national historian, she compiled a book chronicling the history of CAP uniforms, insignia and ribbons, and another book recording corporate leadership.

She also transcribed oral history interview tapes of many of CAP’s early members, including those who served in the Coastal Patrol during World War II.

Her reason for dedicating

much of her life to Civil Air Patrol was explained in the 65th anniversary interview. “I believe strongly in the missions of CAP,” Morse said, “and was glad to find an interesting and rewarding volunteer service.”

Spoken like the true public servant that she was. ▲

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Keyboard warriors

CAP CyberPatriot competitors hunt and correct

By Kristi Carr



Cadet Maj. Will J. Buslinger of North Carolina's Burlington Composite Squadron checks for attacks on the Windows 2000 server operating system.

Photo by Cadet Senior Master Sgt. Jordan A. Andrews, North Carolina Wing

You can't see it or touch it, but everyone knows it's there — cyberspace. Joining long-acknowledged elements of air and space, cyberspace is the newest, Wild West component of what is considered today's aerospace. It's a place where viruses cough on your software and malware roams at will. Thankfully, there's a new sheriff in town. Welcome, CyberPatriots!

HUNTING CYBER CRIMINALS

With the clock set to start, the fingers of Civil Air Patrol cadets from around the globe hover just above computer keyboards, poised to hunt down cyber criminals. They are part of a worldwide competition, billed as the largest live high school cyber defense competition ever staged and involving cadets from both CAP and U.S. Air Force Junior ROTC. A

program of the Air Force Association, CyberPatriot competition started with elimination rounds last fall. Now eight teams — four of them from CAP squadrons — will meet face-to-face in February in Orlando, Fla.

Using a computer program pioneered by Science Applications International Corp., each CyberPatriot II team's goal is to isolate and correct vulnerabilities that have been loaded into a virtual computer "image" that team members download to their computer. The faster a team finds and fixes the problems, the better its score. Though theoretically given a timeframe of six hours, teams compete against the clock as they try to outpace their opponents.

"The overall purpose of CyberPatriot is to excite high school students and motivate them toward continuing their education in cyber security or any

other technical — science, technology, engineering and mathematics — discipline," said David T. "Buck" Buckwalter, AFA's executive vice president.

"Additionally, we expect the general awareness of cyber security created in thousands of students exposed to the CyberPatriot program to provide positive benefits to the nation's cyber infrastructure."

Buckwalter described last year's competition as a "proof-of-concept" demonstration, but in its second year it's clear the competition is catching on.

CyberPatriot II competition began this school year with about 170 teams from 44 states, plus one in Japan.

ROUNDING UP A CYBER POSSE

From the state that brought us Silicon Valley, California is home to Beach Cities Cadet Squadron 107,

where CyberPatriot coach Senior Member Mark Lupfer had no trouble assembling a team of motivated cadets. Teams can have up to five players, with up to another five as alternates. His team got the highest score in the last round and advanced to the finals.

"CAP has really grown throughout this year's competition," said Lupfer. Last year, only one CAP team was in the final eight, compared with seven Air Force Junior ROTC teams. This year, CAP teams made up about one-quarter of the contestants to start, but ended

the competition as half of the final field.

The competition began with a noncompetitive test to determine if everyone logging in from remote locations could access the CyberPatriot server, called



Photo by Capt. Donald J. Norris, New Hampshire Wing

The New Hampshire Wing's Seacoast Composite Squadron, another CAP CyberPatriot competition finalist, is fielding perhaps the smallest team — only two members — which makes its achievement all the more impressive. The coach, Capt. Donald J. Norris, said Cadet Airman Basic Trevor Bergeron, right, has been the team's driving force, aided by Cadet Airman 1st Class James C. Mackaman. Bergeron says this about the competition: "The best way to learn is to challenge yourself, and this is a great way to do that."

the Scorebot. That was followed by three competitive rounds to eliminate all but the final eight teams.

With so many teams competing simultaneously, some technical problems arose. Lupfer's team, for example, had challenges connecting to the scoring engine during the first round but these problems were fixed during the competition.

Two more competitive rounds bombarded the cadets with ever more complex dilemmas. The coach for another finalist, 1st Lt. Todd Lavinder of the North Carolina Wing's Burlington Composite Squadron, admitted, "I was concerned some of the competition's challenges would be too advanced for the cadets." Instead, he found the problems appropriate; they included applications that shouldn't be running, outdated software and viruses.

By the third or medalist round, the best 36 teams had to juggle problems in three different operating systems, two from Windows and one from Linux. Many of the challenges could be met by changing settings in the operating system; for example, changing a setting governing who could have access to certain files might be enough to solve the problem. "But in the case of one Linux test, the cadets actually had to write some files," Lupfer said.

"We have some very gifted cadets and some very persevering ones," he acknowledged. "Turned out we needed both."



Photo by 2nd Lt. Eric T. Moldenhauer, Colorado Wing

WINNING A CYBERSPACE SHOWDOWN

The final eight CyberPatriot II teams will meet in person in an all-expenses-paid championship round held in conjunction with the AFA's Air Warfare Symposium in Orlando on Feb. 18-19. Teams there face the most complicated series of challenges yet, against a "red team" opponent that will actively attempt to thwart their defense strategies.

"At the finals, all teams will work off the same local network, and we won't be able to surf the Internet for help," Lupfer said. His team will miss that, he noted, because the Internet helped them in earlier rounds.

Regardless of the outcome in Orlando, though, Lupfer said the CyberPatriot competition has been very beneficial to the squadron. He cited other CAP attractions — such as flying, community service, search and rescue and military knowledge — that appeal to young people. "CyberPatriot," he explained, "gives computer-oriented cadets access to a whole new dimension in CAP."

Many CAP cadets who compete in the CyberPatriot

Congratulations to all CAP teams for participating in this year's CyberPatriot competition and especially to the four CAP teams advancing to the final round:

- Beach Cities Cadet Squadron 107 of the California Wing;
- Rochester Oakland Composite Squadron of the Michigan Wing;
- Burlington Composite Squadron of the North Carolina Wing; and
- Seacoast Composite Squadron of the New Hampshire Wing.

Log on to www.capvolunteernow.com for competition results.

competition are now hooked on exploring careers in cyber safety, whether in the military or the private sector. For Cadet Maj. Zachary Baughman, CyperPatriot team captain of the Burlington Composite Squadron, the competition has inspired interest in a career he hadn't envisioned before. "Though I've always wanted to work with computers, I never was interested in cyber security," he said. "It's a possible career choice for me now."

For the short term, though, CAP's CyberPatriots are focused on the final round of competition. While all have received certificates, T-shirts and challenge coins from the AFA, members of the top three teams will be awarded individual trophies and a larger one for their unit or school. The cadets in the top team will be invited to San Antonio to observe the National Collegiate Cyber Defense Competition, and they will serve as members of the control team — not to mention the right to tell cyber criminals, "Gotcha!" ▲



Photo by Lt. Col. Jo Slys, Wisconsin Wing

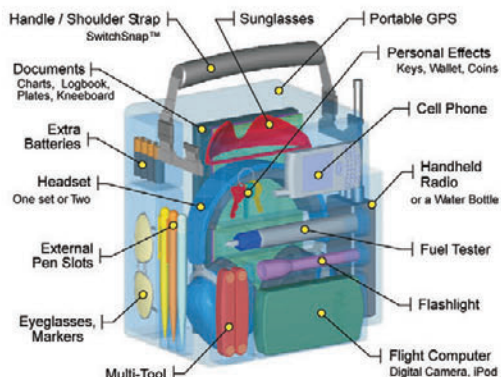
Sporting their CyberPatriot T-shirts are team members from the Wisconsin Wing's Milwaukee Composite Squadron 5, from left, Cadet Airmen Ephram Mattos and Ben Sandlin, Cadet Chief Master Sgt. Jonathan Carballo and Cadet Master Sgt. Michael Leggett.



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Achievements



Gill Robb Wilson Award

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

Lt. Col. Jack B. Lynn	AL
Lt. Col. Dean C.C. Thomas	AR
Lt. Col. Vernon H. Parsons	AZ
Maj. John J. Foote	CA
Maj. Jon L. Stokes	CA
Maj. George J. Arnold	GA
Lt. Col. Jimmie G. Boozer	IL
Maj. Kathy L. Bruns	IN
Maj. Rick G. Franz	KS
Maj. James R. Fallon	MA
Maj. Michael A. Crockett	MD
Maj. Thomas K. Riddle	MS
Lt. Col. Paul D. Meade	NC
Maj. Jason S. Smith	NH
Col. Gary J. Mayo	NV
Maj. Darren J. Cioffi	NY
Maj. Joe H. Cavett	OK
Maj. Annette M. Carlson	PA
Maj. Erin C. Long	PA
Lt. Col. Carlos Fernandez	PR
Maj. Aitmalys Perez	PR
Maj. Marie A. Rivera	PR
Maj. Yarborough M. Gleaton	SC
Maj. Gordon R. Merrill	SER
Maj. William A. Renaud	TN
Maj. John R. Bittinger	WA
Maj. Gregory D. Gessell	WA
Lt. Col. Donald E. Starr	WA
Maj. James L. Childress	WV
Maj. Alvin Fox	WV



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 cadet listed below received his award in October.

Y. Clement Ng	DE
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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 below received their awards in October and November.

Lt. Col. Konkey S. Sztuk	AK
Lt. Col. Jack B. Lynn	AL
Maj. Geneva Marchelle Jones	AR
Maj. Morris H. Middleton	AR
Maj. Donald E. Seaman	AR
Lt. Col. Jeffrey A. Smith	AR
Capt. Philip R. Hubacek	AZ
Capt. William L. Manser	AZ
Lt. Col. Vernon H. Parsons	AZ
Lt. Col. Gary C. Williams	AZ
Maj. Darryl L. Dunn	CA
Maj. Scott H. Englund	CA
Maj. Dennis E. Parham	CA
Maj. George J. Rodrigues	CA
Maj. Floyd B. McCormick	CO
Lt. Col. L. Michael Wilkinson	CO
Maj. Gregory S. Thompson	FL
Maj. William L. Lindsey	GA
Maj. Douglas C. Jenkins	IN
Maj. Ronald D. Schlesener	KS
Maj. Raymond J. LaRose	MA
Maj. Matthew J. Wissell	MA
Maj. Robert J. Beichner	MER
Maj. Alan G. Matson	MN
Lt. Col. Alfred P. Fernandez	MS
Capt. James O. Petermann	MS
Maj. David F. Harrison	NC
Maj. William J. Isbell	NC
Lt. Col. Clifford W. Vendt	NH
Capt. Patrick D. Rutherford	NJ
Maj. Raul Gonzalez	OK
Maj. Jeffery L. Buchman	PA
Maj. Robin A. Steiner	PA
Maj. Edward Garcia	PR
Maj. John P. Maier	SER
Maj. Thomas C. Byers	TX
Lt. Col. David Earl Kinney	TX
Maj. Patrick A. Courtney	WA
Maj. Harvey H. Hawken	WA



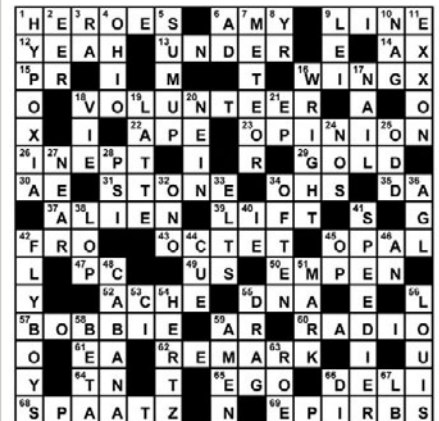
Gen. Ira C. Eaker Award

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 October and November.

Davyd R. Fitzhugh II	AR
Joshua T. Hinson	FL
Isaiah J. Tamblingson	FL
Serena C. Wedlake	FL
Brian D. Silva	MA
John H. Brennan	MD
William R. Hoffman	MN
Andrew S. Greenwell	NC
Shaun X. Adams	NJ
Courtney P. Gallagher	PA
Abraham Loyola	PR
Christian F. Valentin	PR
Jose A. Machuca	TX
Niko A. Ruud	WI
Joel R. Galford	WV
David J. Terris	WV



Puzzle on page 44



Great Lakes

Michigan squadron touches up airport landmark

MICHIGAN — The Monroe Composite Squadron recently applied the finishing touches to its facelift for Custer Airport's compass rose, a distinctive part of the local facility's decor for more than four decades. The idea of renovating the emblem — originally painted by the Detroit Chapter of the Ninety-Nines with funding from the Commemorative Air Force — arose during a casual conversation between Jerry Delany, airport manager, and Capt. Jeff Walters, who is the Monroe unit's squadron leadership officer as well as aerospace education officer for the Southeast Michigan Group. The two agreed that the combined impact of sun, aircraft traffic and snow plows had left the rose in dire need of restoration.

In the interest of continuing the goodwill between the squadron and the city, whose Port Commission has granted the unit free office and hangar facilities at the airport in return for its service, Walters proposed the project to his fellow members, who approved unanimously. The rose holds special interest to Walters because his son, Ed, had relocated and redesigned the emblem in 2004 as his Eagle Scout project, incorporating the city of Monroe's lotus symbol.

For the renovation project, 1st Lt. Doug Thoma — the squadron's historian and a well-known area artist — handled layout and painting of the design's intricate areas. Members of the Walters family also pitched in, including the captain's daughter, Cadet 2nd Lt. Camille Walters. The project took more than 50 service hours to complete, with the city and the squadron sharing expenses for materials. >> Capt. Jay Jondro



Photo by Capt. Jay Jondro, Michigan Wing

Capt. Jeff Walters, left, Cadet 2nd Lt. Camille Walters and 1st Lt. Doug Thoma are shown at Custer Airport's compass rose, which they and other Monroe County Composite Squadron members helped refurbish.

Middle East

Virginia, Maryland members carry CAP antidrug message to Aviation Expo audience

VIRGINIA — The Middle East Region and Virginia and Maryland wings represented Civil Air Patrol's Drug Demand Reduction program at this year's Aviation Expo, which drew more than 600 students, faculty, parents and guests from schools in Virginia, Maryland, Pennsylvania and Washington, D.C. The DDR program promotes an aggressive, positive, drug-free attitude in CAP members, Air Force families, Department of Defense civilians and school-age children through a comprehensive approach.

Members from the region and wings' respective headquarters spoke with hundreds of visitors to the DDR display. "Many of the students participated in the DDR demonstration and learned just how impaired they or someone they are riding with could be who had been drinking," said Lt. Col. Duke Stanton, deputy commander for seniors for the Virginia Wing's Winchester Composite Squadron. "I hope they took the demonstrations to heart."

The display featured an obstacle course using Fatal Vision goggles designed to impair the wearer's vision in simulation of the effect of alcohol or narcotics use. Watching people try to perform the simplest task while wearing the goggles was funny to some and sobering to others. When the participants removed the goggles at the end of the course, they were asked if they would drive in the condition they just experienced or ride with someone under the influence of alcohol or drugs. The answers always came with a quick shake of the head. >> Capt. Christopher Colvin



Photo by Capt. Christopher Colvin, Virginia Wing

Cadet Airmen Basic William Durham and Sierra Baumhoefener of the Winchester Composite Squadron assist a student through the Fatal Vision obstacle course at the Aviation Expo.

North Central

Minnesota unit makes new home at National Guard center

MINNESOTA — Members of the St. Cloud Composite Squadron have set up operations at the Minnesota National Guard's new \$37.2 million, 114,000-square-foot aviation support facility, which stands on 52 acres near St. Cloud Regional Airport. It will support six Blackhawk helicopters and six Chinook helicopters. The base is separate from the commercial aviation section of the airport and has its own entrance and security.

The facility is a boon for the St. Cloud squadron, said Capt. Pat Cruze, a squadron member who worked to secure space for the unit at the new facility. The squadron had been meeting at the St. Cloud Armory for years. "It means we will have access to a state-of-the-art facility, in an operational military environment, with proper classroom and storage space," Cruze said. "It is a positive environment to develop our cadets, further engage staff and train for missions."

Cruze said the Minnesota National Guard was very helpful in securing a spot for the squadron at the new facility, which will be a regional center for National Guard aviation teams. The facility will employ 60 people, including soldiers, building maintenance and security staff. "When I approached the Guard this past summer about moving to the facility their attitude was, 'We would love to have you here; actually, we've been waiting for you!'" Cruze said.

St. Cloud is near Camp Ripley, making it easier to get helicopters to Minnesota's 53,000-acre National Guard training site. "I see a future, including helicopter rides and possible joint training operations. The squadron is excited about the possibilities," Cruze said. >> Maj. Richard J. Sprouse



Photo by Maj. Richard Sprouse, Minnesota Wing

St. Cloud Composite Squadron members tour the Minnesota National Guard's new \$37.2 million aviation support facility, where they are now conducting their weekly meetings.

Northeast

International Seaplane Fly-In keeps Maine members busy

MAINE — About 60 Maine Wing members — some 40 cadets and 20 senior members — pitched in at the International Seaplane Fly-In at Moosehead Lake in Greenville, recovering, parking and launching as many as 10 aircraft per hour during busy intervals. Officials with the Seaplane Pilots Association and Telford Aviation were very appreciative of the Civil Air Patrol members' efforts. "This is one of the safest events I have seen," one Federal Aviation Administration inspector said during the fly-in. "I cannot see how the SPA could put this on without CAP."



Photo by Col. Dan Leclair, Maine Wing

Their fellow 75th Composite Squadron cadets' backs serve as writing surfaces for young Maine Wing members filling out CAP forms for participation at the start of the International Seaplane Fly-In.

Along with a chance to help out with the event for the 15th year, the fly-in gave CAP members the opportunity to practice their own aircraft ground handling. Serving as lead officials for CAP's role were Lt. Col. Michael Pellerin, Maine Wing director of communications; Maj. Merrie Knightly, Maine Wing chief of staff; and Maj. Wayne Merritt, commander of the 75th Composite Squadron. Maj. Marc Brunelle, the wing's director of operations, played an overall leadership role. >> Col. Dan Leclair

Pacific

10 from Alaska unit scale world's tallest monument — Mount POW/MIA

ALASKA — Nine cadets and one senior member from the Birchwood Composite Squadron recently topped 4,000 feet in elevation the old-fashioned way — on foot, rather than via aircraft. The members hiked up Mount POW/MIA, the peak outside Anchorage dedicated to prisoners of war and those missing in action. At 4,235 feet, it's the world's highest, largest monument.

Cadet 1st Lt. Chad Speer, the squadron's cadet commander, conceived of the hike after scaling the mountain two years ago with his Junior ROTC unit. After getting the thumbs-up from the squadron's commander, Maj. Harry Young Jr., Speer began planning for the adventure. He provided topographical maps to his ground team leader and sent out a list of what participants should bring or wear for the all-day hike.

The hikers' day began at 7:15 a.m. Speer was in the first group to reach the summit, noting that he had to keep up with Cadet Airman Basic Adam Pence, who was sprinting to the top. When Speer radioed back to the last group of cadets coming over the ridge, they told him they couldn't go any farther. He assured them, though, that they had already accomplished the hardest part by traveling straight up the mountain, and they didn't have far to go. Speer ended up making a deal: He would sprint all the way back to them if they would then return to the flag with him. It worked — by 1:30 p.m. all the participants had reached the summit. They agreed that the outing was not only fun but also a great training opportunity for future ground team members. >> 1st Lt. Pamela Speer



An automatic timer on his digital camera allowed Cadet 1st Lt. Chad Speer, far right, to capture this photo of himself and his fellow Birchwood Composite Squadron members atop Mount POW/MIA — clockwise from left, 1st Lt. Stephen Sammons, Cadet Airman Basic Beatrice McCarty, Cadet 1st Lt. Chad Speer, Cadet Airman Basic Isaac Kimball, Cadet Staff Sgt. Kylie Kroeker, Cadet Senior Airman Suntaya Robison, Cadet Senior Master Sgt. Sarah Peyton and Cadet Airman Basic Caleb Moore.

Rocky Mountain

Rocky Mountain members focus on professional development

COLORADO — Civil Air Patrol leaders from the Colorado Wing and other Rocky Mountain Region wings devoted 10 days to professional development when they attended Region Staff College at Forrest L. Vosler NCO Academy at Peterson Air Force Base. Gifted professionals from across the U.S. shared their experiences and provided wisdom, guidance and instruction during the sessions. Outside the classroom, conversation over lunch or dinner helped reinforce the curriculum, which included group dynamics, risk management, stress management, listening and writing skills, leadership and problem-solving.



Colorado Wing Vice Commander Col. Philip Biersdorfer commanded the Rocky Mountain Region Staff College.

Staff College is a requirement for those who set their sights on Level IV of CAP's Senior Member Professional Development program, recognized with the Paul E. Garber award. The focus is on individual awareness, competitive spirit, cooperative learning, outstanding speakers and decision-making.

During the session, Maj. Stephen Blucher, Rocky Mountain Region public affairs officer, made it clear that no matter where members are, when they identify themselves as CAP members they will be called upon to explain the role of the all-volunteer organization. "Delivering the message is key to the growth and prestige of the organization," Blucher said. "Every member is essentially a public affairs representative." >> Capt. Patricia Sargent

Southeast

Training session helps Puerto Rico Wing members hone emergency service skills

VIRGIN ISLANDS — Members of the Puerto Rico Wing's St. Croix Composite Squadron broadened their emergency services repertoire through Community Emergency Response Team training, held at the St. Croix Rescue Academy and hosted by the Virgin Islands Emergency Management Agency. About two dozen members participated in the 2 ½-day session, which totaled 20 hours of training time.

Training, presented by volunteer rescue workers and local firefighters and paramedics, addressed such topics as suppressing a small fire; conducting a light search and rescue, both in a building and other areas; extricating a victim from beneath a heavy piece of debris that requires cribbing; treating and identifying different kinds of wounds; and administering first aid, CPR and many other important techniques of treatment.

On the final day, Lt. Gov. Gregory Francis participated in a drill with the St. Croix cadets. He spoke with some of the members and expressed interest in what they are doing in the community and for the people of the Virgin Islands. The members also got a tour of Rescue 1, St. Croix Rescue's new heavy-duty rescue truck equipped with a wide range of state-of-the-art extrication equipment. >> Capt. Akeem Inniss



Photo courtesy of Sgt. Patrick McFarlane, St. Croix Rescue Squad

Cadet Airman Jaleel Benjamin, left, of the St. Croix Composite Squadron tends to a simulated victim under an instructor's watchful eye as 2nd Lt. Kareem Inniss, the squadron's communications officer, uses a steel post to leverage the heavy slab pinning the dummy down.

Southwest

Arkansas squadron demonstrates CAP readiness at emergency preparedness expo

ARKANSAS — A dozen members of the 115th Composite Squadron, divided evenly among senior members and cadets, promoted Civil Air Patrol and especially its emergency responsiveness when they participated in the Northwest Arkansas Emergency Preparedness event in Bentonville. As roughly 70 businesses and government agencies gathered to publicize their products and services to the general public and local officials, the 115th staffed an outdoor display consisting of a squadron van, ground team equipment and video slideshow.

The cadets, all ground-team qualified, demonstrated the use of the squadron's backboards and litters with help from volunteers from among the visitors. The highlight of the day occurred when Strike the Sasquatch — mascot of baseball's Double-A Northwest Arkansas Naturals, who play in neighboring Springdale — volunteered to be backboarded. The cadets strapped the furry figure to the board, then carried him across the parking lot to the Naturals' display area.

Traffic at the 115th's display area was significant throughout the day. Participating were Lt. Col. Tom Eastman; Maj. Dave Myers; Capt. Jonathan VerHoeven; 2nd Lt. Madison Pennington; Senior Members Chris Adams and Kristi Eliassen; Cadet Maj. Jeffrey VerHoeven; Cadet Chief Master Sgt. Malachi Eliassen; Cadet Master Sgt. Paden Adams; Cadet Senior Airman Clay Eliassen; and Cadet Airmen 1st Class Samantha Malmo and Sarah Malmo. >> Capt. Jonathan VerHoeven



Photo courtesy of Mary Ann Adams

Cadets with the 115th Composite Squadron strap "Strike the Sasquatch," mascot for the Northwest Arkansas Naturals, to a backboard at the Northwest Arkansas Emergency Preparedness Fair.



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