

Civil Air Patrol

April-June 2011



# Volunteer

## CAP And Congress

Legislative Day Meetings  
Reiterate CAP's Value

## Harkin On CAP

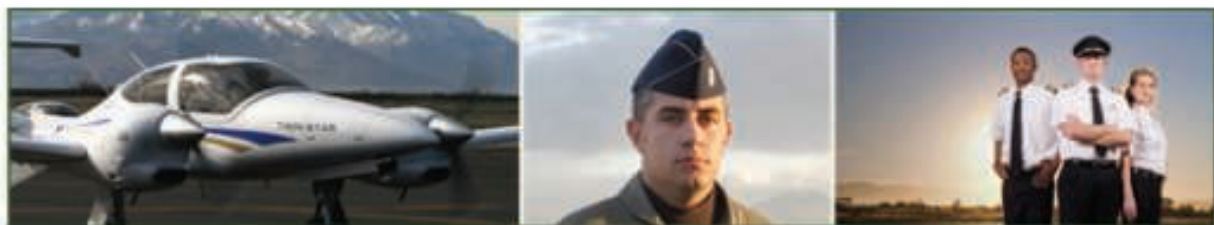
Congressional Squadron  
Commander Speaks Out



## Final Flight

CAP Member Pilots  
Shuttle Discovery  
Into Space On  
Its Farewell Journey





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Photo courtesy of Toys for God's Kids

**12** While in the hospital, a Haitian girl receives a handmade wooden toy from Toys for God's Kids. 2nd Lt. Gary Gallant, a member of CAP's Washington Wing, is one of 150 "smilemaker" volunteers who raise funds and help craft wooden cars and trucks for delivery to impoverished children worldwide.

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## ON OUR COVER

With CAP member and astronaut Eric Boe, inset, at the controls, NASA's Space Shuttle Discovery launches from Kennedy Space Center in Florida on Feb. 24 on its final scheduled voyage into space. The Discovery is to be followed into space by Endeavor in April and Atlantis in June, putting all three of NASA's shuttles from its current fleet into space one last time. Over the years, NASA has built six shuttles: the Challenger, which was destroyed on liftoff; the Columbia, which was destroyed at re-entry; and the Enterprise, which was designed to be used only within the Earth's atmosphere and is now on display. *Photo by Brig. Gen. H.S. du Pont, CAP National Headquarters*

*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. 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.

# Full motion in-flight video added to CAP's toolkit arsenal

## AFNORTH boosts CAP technology

*By Jennifer S. Kornegay*

John Desmarais, right, CAP deputy director of operations, gives Canadian Air Force Brig. Gen. Christopher J. Coates — Continental United States North American Aerospace Defense Command Region deputy commander — a tour of the National Operations Center at CAP National Headquarters.



Photos by Susan Schneider, CAP National Headquarters

Civil Air Patrol's contributions to the country at the local, regional and national levels are perhaps best illustrated through its emergency services and disaster relief missions. Now, thanks to a cooperative effort, CAP's capabilities have been greatly enhanced. On Jan. 26, at CAP National Headquarters, Air Forces Northern presented CAP with five Geospatial Information Interoperability Exploitation Portable (GIIEP) "Go Kits," which AFNORTH purchased with fiscal year 2010 end-of-year funds.

This cutting-edge technology neatly packs a lot of

punch into a small, easily portable package. The kits provide CAP aircraft state-of-the-art communications equipment as well as other hardware and software that enable real-time and near real-time full-motion video, imagery and in-flight chat capabilities with federal, state and local emergency operations centers supporting emergency situations. They were designed and developed by the U.S. Army Space and Missile Defense Command for the National Guard Bureau.

"GIIEP will be a highly beneficial addition to CAP's existing mission toolkit. The ability to transmit geo-referenced video imagery in-flight shortens response times, while situational awareness is greatly improved by

automatically updating aircraft and ground team positions on the Google Earth map at the command center,” said Maj. Anthony Beresford, Alabama Wing chief of staff.

## SYSTEM INCREASES EFFECTIVENESS

AFNORTH and CAP have long maintained a close and mutually beneficial working relationship. Last year, CAP wings around the country logged 20,761 flight hours flying 9,445 sorties in direct support of AFNORTH, said Mark Obrien, CAP liaison officer at Tyndall Air Force Base, Fla. So it made good sense to arm CAP with a system that will increase its effectiveness.

“AFNORTH is providing this equipment to CAP because of the outstanding relationship the Air Force has with its volunteer organization,” said Canadian Brig. Gen. Christopher J. Coates, Continental United States North American Aerospace Defense Command Region deputy commander. “AFNORTH is often called upon to respond to disasters, so outfitting CAP with the capabilities to do its job more easily and better is fantastic for all involved.

“Having GIIEP in its toolkit will also help CAP market all that it has to offer.”

John Buckley, operations lead for GIIEP, outlined the many benefits the Go Kits will provide CAP and the communities and citizens it serves. “When a crew is using the kit on a plane, they will have access to full-motion video overlaid on maps with real-time chat, all on one display on the laptop,” he said.

“GIIEP gives CAP

greater planning capabilities, too,” Buckley continued. “With 3-D terrain maps, charts and all the images, missions can be planned ahead. It also provides information about critical infrastructure, like the location of power lines, cell towers, etc. All of this will cement CAP’s position as an integral part of missions that require the combined efforts of CAP, AFNORTH and the National Guard, as well as local first responders.”

David Cox, chief of the Missile Defense Division for the U.S. Army Space and Missile Defense Battle Lab, which developed the Go Kits, noted one of their key features. “The collaboration tools in the kit allow for constant contact with the operations center, which means a quicker and better response to changes in the situation and real-time re-tasking,” Cox said. “GIIEP was really created to facilitate information sharing between the civil and military response to any kind of disaster.”

“This standardization on the GIIEP system is yet another way CAP demonstrates its ability to recognize and adapt to the customer’s requirements. Just as CAP



In presenting the equipment, inset, to CAP, Coates, second from left, lauded CAP’s value to the Air Force in performing emergency services missions. On hand for the presentation were Don Rowland, CAP executive director, left; Lt. Col. Chris “Bo” Sabo, Air Force auxiliary plans and programs chief, Air Forces Northern; Maj. Anthony “Ants” Beresford, GIIEP CAP interface lead; and John Buckley, GIIEP operations lead.

has adopted the Federal Emergency Management Agency National Incident Management System standard for incident command processes, which helped secure missions at Deepwater Horizon, I foresee the GIIEP system enabling CAP to work more closely with the National Guard for additional imaging missions,” said CAP National Commander Maj. Gen. Amy S. Courter.

## TIME SAVED CAN SAVE LIVES

Lt. Col. Chris Sabo, Air Force Auxiliary Plans and Programs chief, 1st Air Force, measured GIIEP’s value in time saved, which could equal lives saved. “Previously, the aircraft would have to land somewhere, find an Internet connection and transmit imagery to the emergency operations center they’re supporting,” Sabo said.

“Now, the imagery is streamed live to the emergency operations center while the plane is still in the air. This enables decision-makers to get the information much sooner and decide where to place their resources.”

The kits are ultimate multitaskers, consisting of a laptop, hand-held video and still cameras, a satellite phone and a cellular air card, which provides 3G connectivity to the aircrew, plus everything needed to use this hardware (including various cords and a power supply), all in small, heavy-duty cases on wheels. Since the kits require no aircraft modification, they can be used in any CAP aircraft.

Yet, even with so many features, Buckley feels confident CAP crews will have no trouble learning how to properly use them. “The training manuals and user guides are extensive,” he said. “We’ve also created an interactive DVD to be used in training. Everyone using it will be trained on the hardware elements and the software.”

Brig Gen. Charles Carr, CAP national vice commander, expressed appreciation on behalf of all CAP wings and members and underscored the positive impact GIIEP will have on the organization. “This

equipment enhances Civil Air Patrol’s ability to perform its important missions for federal, state and local agencies. CAP salutes 1st Air Force for its generosity and support in helping our 61,000 members nationwide be better prepared to meet emergency services and disaster relief mission aerial imaging requirements,” Carr said.

The five Go Kits recently presented to CAP mark the start of something important, as

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*“AFNORTH is often called upon to respond to disasters, so outfitting CAP with the capabilities to do its job more easily and better is fantastic for all involved. Having GIIEP in its toolkit will also help CAP market all that it has to offer.”*

— Brig. Gen. Christopher J. Coates,  
Continental United States North American  
Aerospace Defense Command Region deputy commander

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AFNORTH plans to evaluate the equipment’s utility and success over the coming months. “This isn’t the end,” Beresford said. “It’s just the beginning. As new technology comes online, it can be easily integrated into this system.”

The five Go Kits will be maintained at CAP National Headquarters at Maxwell Air Force Base, Ala., and will be shipped to CAP wings as needed for missions. ▲



## Wisconsin cadets tour Cessna service center

For 20 members of the Wisconsin Wing's Timmerman Composite Squadron, touring Cessna Aircraft Co.'s Milwaukee Citation Service Center at Gen. Mitchell International Airport



Photo by 1st Lt. Jeff Gonwa, Wisconsin Wing

proved almost as rewarding an experience as flying one of the corporation's multimillion-dollar planes. The squadron's 1st Lt. John Wright, a Cessna employee, received special permission from his employer to welcome 15 cadets and five senior members, as well as three prospective members, to the service center. Wright led them through the facility and explained the process of servicing private jets. He also went over the exterior of a Cessna Citation, explaining in detail each section of the jet, as seen here with Cadet Master Sgt. Travis Maxwell and Cadet Airman Basic Kristopher Hildebrand. The group included a number of aspiring pilots, and the tour increased their ambition to learn to fly. Many could see themselves earning a living piloting one of these planes.

## Pantanelli leaves N.Y. unit that bares her name

Civil Air Patrol's history is rich with leadership at the squadron level, but few have Lt. Col. Johnnie Pantanelli's track record. Pantanelli recently left her New York Wing unit with not only a 43-year legacy of guidance but also her name. Pantanelli took over the North Castle Composite Squadron in 1963;



Photo by 1st Lt. Janet Antonacci, New York Wing

some 46 years later, in May 2009, it was renamed the Lt. Col. Johnnie Pantanelli Composite Squadron. Pantanelli, seen here with her successor, Capt. Ed Miraglia, relinquished command of her namesake squadron in a ceremony attended by members of the unit; the New York Wing's commander, Col. Jack Ozer; and the Southeast Group's commander, Maj. Darren Cioffi. Pantanelli's CAP career began in 1944 after she was honorably discharged from the U.S. Marine Corps during World War II. "She came to CAP and never left," Cioffi said, adding that "knowing I had her support these past few years has meant the world to me."

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**I**t is my honor to share this issue of the *Civil Air Patrol Volunteer* with you. While I enjoy each of the missions of CAP, we all have favorites — and, as everyone who knows me can attest, some of my favorites are in this magazine.

Mentioned on the cover is our Legislative Day on Capitol Hill, an important opportunity for CAP to showcase itself by letting our legislators and their staffs know how absolutely incredible our programs and our people are. CAP has a great value proposition and story to tell about the countless hours we willingly volunteer across the nation every day. Through our unpaid professional service, we convert each dollar allocated to us into \$7 to \$8 of value. It is imperative CAP educate our friends about our services in order to raise the proportionately small financial resources it takes to accomplish our missions. As you've probably heard me say, "It's all about friend-raising before fundraising!" CAP deserves to raise more of both.

Another favorite is Civic Leadership Academy. A National Cadet Special Activity created in 2002, CLA allows a select group of cadets to experience the executive, judicial and legislative branches of government firsthand. I was fortunate to work with an incredible team of CAP members to launch CLA and to direct it for the first few years. It was difficult for me to step away from CLA when it was time to move to the next level as CAP's national vice commander! It's great to see the program continue to do so well.

My lifelong interest in technology was piqued by the article on the Geospatial Information Interoperability Exploitation Portable "Go Kits," which were recently presented to CAP by Air Forces Northern. GIIEPs feature self-contained communications equipment and other hardware that allow for real-time and near-real-time full-motion video, digital imagery and in-flight chat capability with federal, state and local emergency operations centers during an emergency. The equipment also enables us to have a common platform with the National Guard.

By adopting this technology, CAP is evolving into a standards-based organization. The "not invented here" syndrome that too frequently plagues even great organizations thankfully does not have its grip on CAP. From adoption of FEMA's incident command standards, standardization in our financial and inventory systems, and imagery standards with date/time/location-stamping, to this new standardization in our full-motion video, we continue to be a best practices organization! Kudos to each of you for helping transition CAP to where we are today.

As I carefully plan and execute the last few months of my tenure as your national commander, I am reading both CAP and me. It is my duty to prepare for the long-awaited celebration of the good works performed by CAP, as well as for the sad moment of no longer having the great honor of serving you. But wait, I have one more *Volunteer* column to write before I experience that bittersweet moment and another opportunity to personally thank you for your service during the upcoming 2011 Annual Conference in Louisville, Ky. Please mark your calendars for Aug. 17-20. I hope to see you there.

*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





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Saved by the cell

# Texas Wing saves downed pilot

*By Maj. Arthur Woodgate*



Photo courtesy of John Molder

CAP's cell phone forensics helped located downed pilot Lambert Little and his dog Itty Bitty.

**L**ambert Little's twin brother John — worried when Lambert had not arrived at his destination — sent him a text message. The text went unanswered because, by the time it was received, Lambert's cell phone was out of reach, jammed in his plane between the dash and the windshield.

That text and CAP volunteers are the reason Lambert Little is back today at his job as city manager for Clarendon, Texas.

## Gnawing fears

Little's family had sounded the alarm late on the night of his scheduled arrival, when he was a no-show. In turn, the Air Force Rescue Coordination Center alerted the Texas Wing. By 2 a.m. the mission had an incident commander, Lt. Col. Rick Woolfolk, who ran the mission from a distance, and a ground team, led by Maj. James Dabney that included three cadets — Cadet Lt. Col. Evan Salisbury, Cadet 2nd Lt. Dylan Hokanson and Cadet Senior Master Sgt. Ralph Thomas. The team

came from Tigershark Composite Squadron in Amarillo, the nearest CAP unit in the area where the Cessna 172A was suspected of having gone down.

The day before, when Little's plane had taken off, weather had been clear, allowing him to fly under visual flight rules. But fog had settled in and remained until the following day, preventing a CAP plane from being cleared to search from the air.

The search area established by the AFRCC was large, hilly and full of dense underbrush and forest growth — a challenge for the ground team and county sheriff's personnel who were also involved in the search. There was no electronic locator transmitter to guide them, as a distress signal was not being emitted.

Little's twin brother John, the Cessna's owner, suspected the worst. Voicing his fears, he told Woolfolk, "I know that in such cold weather there isn't much hope of survival." He only asked for closure; certainty was preferable to agonizing doubt.

## Good news

Technology perhaps helped alter destiny.

Capt. Justin Ogden of the Arizona Wing, CAP's cell phone forensics expert, provided the ground team with a considerably narrower target area for the search, even shifting it to the north, thanks to John's text message to his brother.

Soon, right after dawn, the plane's wreckage was spotted about a mile from the runway. Already they could discern life — Little's dog, Itty Bitty, a blind 13-year-old cocker spaniel-poodle mix he'd taken along for company, was barking, caught in the branches of a tree near the Cessna. Expectations went up a notch.

When the searchers reached the aircraft, they found Little in the cockpit, conscious and upbeat, albeit with a broken leg. He was taken to a hospital in Amarillo. Itty Bitty was checked by a local veterinarian, and a city employee took the dog home until the Little family could claim her.

## Class in the field

"This is what we train for," said Lt. Col. Brooks Cima, Texas Wing director of emergency services at the time. "It is part of our emergency services mission, a valuable contribution to the wing's preparedness and a



Emergency workers study the best way to move Lambert Little out of the airplane for transport to the hospital. Little, inset left, landed on the inside of his Cessna's roof, suffering a broken leg.



Photos by Maj. James Dabney, Texas Wing

great way to teach responsibility to our cadets."

Finding a crash victim alive "happens so rarely," she added, "but when it does happen, it's a validation of everything we train for and the efforts we make whenever we go on a SAR mission."

"Learning how CAP coordinates their searches and learning how hard everybody worked to save me was fascinating and emotionally moving," said Little. "I will never be able to adequately thank you and the multitude of others who were involved in the search for my aircraft.

"Thank you from the bottom of my heart for all of your efforts," he added. "How wonderful it feels to be thought of as a success story for being found alive after my ordeal!" ▲

*Lt. Col. Rick Woolfolk and Maj. James Dabney contributed to this article.*



# 'Private Murphy's Law' joins Civil Air Patrol

by Lt. Col. Jayson A. Altieri

When Army Sgt. Tim Murphy joined Civil Air Patrol recently to become a pilot, more than a million people were watching.

Murphy, after all, is the creation of CAP 2nd Lt. Mark Baker and the star, in fact, of Baker's popular comic strip, "Private Murphy's Law."

Baker, a retired U.S. Army master sergeant with 20 years of service and a member of the Arizona Wing's Cochise

Composite Squadron 107 since 2009, began drawing the strip for his friends in 1993. "Private Murphy's Law" originally appeared in the Fort Bragg, N.C., newspaper, *Paraglide*. In 2000, the series was picked up by the *Army Times*. Since then, Baker's genuine military humor has entertained legions of fans each week, making "Murphy" a popular fixture in the military universe.

The strip follows Murphy from his enlistment as an Army cavalry scout and paratrooper to deployment in Iraq. Its panels highlight the daily life of a soldier and his family in a humorous and sometimes serious light through the eyes of the main character and his wife.

Each week the series reaches an audience of more than a million through sales at military base exchanges



Second Lt. Mark Baker, right, pictured with fellow squadron members Capt. Wayne Bostick, left, and 1st Lt. Doug Henderson, remains active with the Arizona Wing's Cochise Composite Squadron 107 after a career in the U.S. Army.

and online. In addition, Baker has published a series of collections of previously published Murphy cartoons.

Not since Zach Moseley's "The Adventures of Smilin' Jack," an aviation comic strip that first appeared Oct. 1, 1933, in the *Chicago Tribune* and ended April 1, 1973, has Civil Air Patrol been featured prominently in a widely read comic strip.

Baker said in an interview that a series of five strips would show Murphy joining CAP and learning to fly.

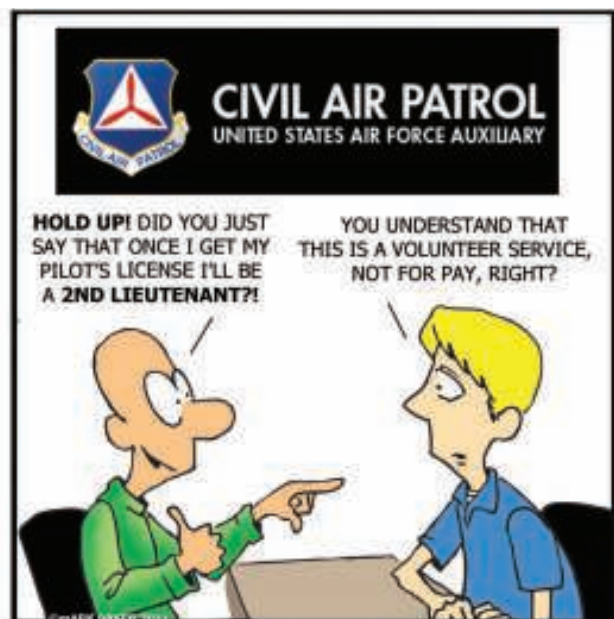
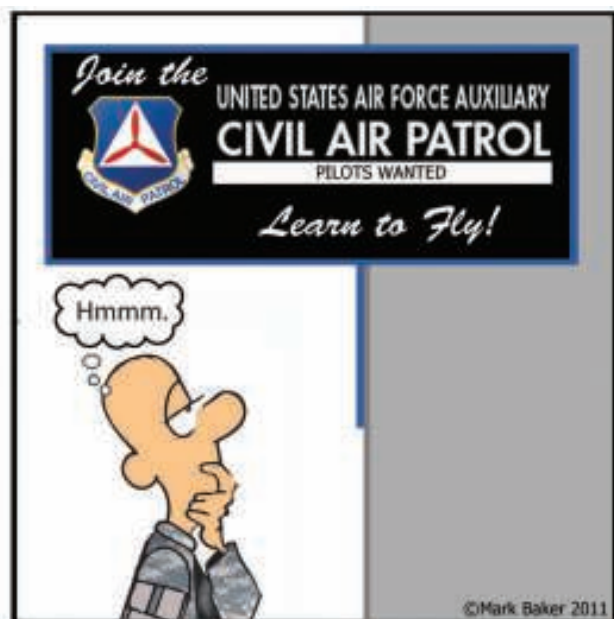
As to why Baker himself joined CAP, he said, "I've always wanted to learn to fly. I took flight lessons on my own, but CAP allows me to keep current and continue learning."

"The bottom line: CAP gives me the opportunity to serve my community and to fly. Who could ask for

anything more?"

Baker has earned the Level 1 Membership Award and Observer Wings as a CAP member. He is also a rated private pilot. As an active member of the Cochise squadron, he has participated in a number of wide area surveillance missions.

For more information about the "Private Murphy's Law" series, go to <http://www.pvtmurphy.com>. ▲



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# Delivering smiles across the world

*CAP member helps deliver toys to children in need*

*By Mitzi Palmer*



Photo courtesy of Toys for God's Kids

For four decades, 2nd Lt. Gary Gallant spent most of his time piloting, teaching and serving in the Canadian Air Force. Today, he serves others in a rather unique way — by making children all over the world smile from the offering of a simple toy.

Children in Kenya are excited to show their new toys, made by Toys for God's Kids volunteers.



The 73-year-old Civil Air Patrol member is a volunteer and board member of Toys for God's Kids, a nonprofit organization based in Denver. Along with about 150 volunteers from all over the country, he donates time raising money and making wooden toy cars and trucks by hand for delivery to children living in poverty.

## *The Power of a Toy*

Gallant's involvement with Toys for God's Kids began 10 years ago after he sold a condominium to the organization's founder, Marlin Dorhout, now his friend. At that time, Gallant was a real estate agent in the Bellingham, Wash., area.

Dorhout founded the organization in 2000 after taking a Habitat for Humanity trip to Nicaragua with his friend Ben Perri. In response to a request by Habitat for Humanity's director to bring toys to the kids overseas, the pair decided to use their woodworking skills and make the toys themselves.

"We took about 120 toys to the village there, but about 500 could have used them," he said. "That's when I realized how important toys are for kids."

Dorhout said the experience was so much deeper than just giving a toy. "When you give underprivileged children something, you're giving them self-esteem and self-worth."

He cited research by a children's museum in New York that found toys teach children to create, socialize and solve problems.

"Einstein even said once that a toy is a child's laboratory," Dorhout noted.

He found that in places like Haiti and Iraq — where children are forced to deal with heavy grief on a daily basis — toys are a luxury. In some cases, children have only rocks to play with. The goal of Toys for God's Kids

is to put a toy in the hand of every single needy child.

To date, the group has made and distributed about 320,000 toys — now averaging about 9,000 a month — to children on almost every continent. Their toys reach places like Kenya, Iraq, Haiti, Peru, Vietnam, Guatemala and other countries. The toy vehicles are made from donated scrap wood and crafted with scroll saws. Each gets a stamp reading "USA" on the back bumper and "Toys for God's Kids" on the underside.

## *Dedicated Volunteers*

Perhaps the most special part about Toys for God's

Kids is the group of volunteers who are the lifeblood of the organization. Most are retired. Many are war veterans, like Gallant, and some are residents of retirement centers and nursing homes.

At the Holly Creek Retirement Community near Denver, volunteers have set up a workshop in a spare room. There, the dozen or so residents, who call themselves "smilemakers," gather regularly to piece together miniature car bodies, wheels and axles as their way of giving back to the younger generation.

"Each one has a specific skill or background they're recalling and putting to use," Dorhout said. "Some make car bodies, some make wheels, some assemble parts and some add the USA license plates. It's great therapy."

This one group alone produces an impressive 500 toys a month.

"It's ideal for retirement centers," Dorhout added. "The residents have a lot of time, they love it and they know they're doing good. It's almost as beneficial to the people making the toys as it is to the children receiving them."

In four other nursing homes, Denver residents gather once a month to install wheels. Dorhout said even those with Alzheimer's or dementia somehow never forget



Second Lt. Gary Gallant, left, helps craft and deliver many of the 320,000 wooden toys that Toys for God's Kids has given to children living in poverty. Here, he poses for a photo with his longtime friend and Bellingham Composite Squadron commander, Lt. Col. J.F. Vallee.

Photo courtesy of Bellingham Composite Squadron, Washington Wing



Toys for God's Kids produces about 9,000 toys a month to deliver to underprivileged children around the world.

## Mutual Inspiration

In 2010, Gallant joined the Washington Wing's Bellingham Composite Squadron because of the leadership he admired in longtime friend and squadron commander Lt. Col. J.F. Vallee.

"At that time, I had known Lt. Col. Vallee for 10 years and was continually impressed by his leadership skills and dedication," he said. "And I wanted to give back to the cadets by sharing some of my flying experiences."

In his unit, Gallant is the main contributor to a new scholarship, which offers one candidate per year a powered flight encampment toward a pilot's certificate. Fittingly, it's named the Gary Gallant Award.

"We take the top cadets in our unit through a review board and pick the finest of the group," said

Vallee, who himself got a pilot's certificate in his teens.

"The only reason my family could afford for me to fly is because of a program like this, so I'm passionate about it."

Since becoming squadron commander in 2008, Vallee has seen the Bellingham unit grow from 22 senior members and cadets to 115. Recently, the unit was honored as the Pacific Region's Squadron of Distinction because of its rapid growth and active members.

Several years ago, Gallant, then a newly active member, convinced Vallee to take a box of toys to Iraq when he was piloting U.S. troops overseas.

"He gives 100 percent of himself to a good cause," Vallee said.

Gallant's many years of flying experience began in 1953 with the Royal Canadian Air Force, where he served as an air cadet and aero engine instructor. In 1957, he was commissioned as a flying officer and later spent 33 years as a Canadian airline pilot. For the past 13 years, he has been a real estate agent in Washington State, serving the Bellingham area. He is working on bringing his pilot certificate current so he can become more involved with CAP.

To learn more about Toys for God's Kids, go to [www.toysforgodskids.com](http://www.toysforgodskids.com). ▲

their appointments in the craft shop the first Tuesday of the month.

Though the largest group of 50 smilemakers is based in Denver, pockets of other toymakers can be found all over the country. A group in Whatcom County, Wash., where Gallant lives, is made up of 25 people. Several others are located in Arizona, Michigan, Iowa and Texas.

Dorhout is also working on getting prison officials to let his group train their inmates to make the toys.

"We are always in need of toymakers," he said. "There are 2 billion kids we're trying to reach."

As for distribution of the toys, the organization relies solely on volunteers. Most of the toys are sent with missionaries, project volunteers and civic organizations, but some are transported through military families to U.S. servicemen and -women overseas for dissemination to "God's kids." For \$35, the U.S. Postal Service allows Toys for God's Kids to ship about 150 toys to any place troops are stationed.

Gallant, who assists with the logistics of distributing the toys and raising money for manufacturing tools, said a stable transportation source is definitely high on the nonprofit's wish list. "If we can get the support for consistent transportation, I can see this becoming a truly national organization," he said.

# Bringing Light to the Darkness

## New equipment to benefit North Dakota SAR missions

*By Jennifer S. Kornegay*

**S**earching for a missing person or downed plane in the dark is a challenge Civil Air Patrol squadrons across the country routinely face, but the effectiveness of such missions in North Dakota recently got a big boost, thanks to the state's emergency services department.

Funding from the department has allowed the North Dakota Wing to outfit one of its aircraft with a FLIR Ultra 8500 Infrared Camera system — technology that will be a major asset during search and rescue missions, said Lt. Col. Bill Kay, the wing's interim commander.

"We've always had problems with missing person searches and SAR searches from aircraft at night," Kay said. "With the FLIR system, we can search for hot spots."

FLIR's full-motion video system will enhance CAP's ability to provide emergency services. "For example, using a traditional color camera, it might be difficult to locate a disabled vehicle or stranded hiker because they can blend into the background. But the infrared camera can easily locate them by detecting heat given off by the



Photo by Lt. Col. Bill Kay, North Dakota Wing

The FLIR system on this North Dakota Wing aircraft will greatly aid CAP in future search and rescue missions. The FLIR gimbal mounted on the airplane behind the landing wheels is small and light and takes up only minimal space.

engine or the person's body," said Jonathan Warren, FLIR's director of Air Force Programs.

The system has been of tremendous value to the military and law enforcement and will be equally beneficial to CAP, Warren said.

"Having this capability should increase rescues and decrease recovery time," said Greg Wilz, North Dakota's homeland security director.



## Training is key

Second Lt. Julie R. Neidlinger is one of several Bismarck Composite Squadron members who have been trained on the equipment in the classroom and in the air. She is helping create an operator training plan and a basic user guide for the equipment.

The wing is also training two separate crews. “We’re training two concurrently to give us flexibility,” Kay said. “Since we are all volunteers, it is important to make sure we always have at least one crew at the ready.”

“The technology is fairly simple to learn,” 2nd Lt. Darryl Billick said, “but it does take some consistent use to be proficient. It can be a little tricky to control the camera with the joystick and keep the camera on target. It won’t be something you can get qualified on and then try to use again six months later. We will need to keep up to speed on it.”

Another crew-member-in-training, 2nd Lt. Miles Cahoon, had the same impression. “You can get the basics down pretty fast, but it will take some repetition to get really good at it,” he said. “Zooming and tracking take some practice. It’s such an excellent tool for search and rescue; it will make a real difference.”

## Works in daylight, too

When many think of FLIR and its products, they first think of night vision, but as Kay pointed out, the system will be just as useful during the day. “We can use it for missing persons even in the daytime,” he said. “It will help us find stranded motorists in winter even if a vehicle is covered in snow. That’s a great advantage for us.”

Billick agreed. “If you’re at 1,000 feet doing a scan, even on a sunny day, it can be really hard to pick a human out of a field of hay or grass, but looking through FLIR, they glow. It is like a spotlight,” he said.

“If someone is lying down in brush because they are hurt or have passed out, we might never see them, but now we will be able to find them quickly and easily.”

Searchers will also be able to spot footprints in snow. More ground heat comes through where the snow has been pushed down, causing a temperature difference that the system detects. It’s a feature that should come in quite handy during North Dakota’s snowy winters.

“The ability to record video is also a tremendous

benefit for emergency management officials,” Warren said. “They can review footage of fires, floods and similar disasters to more completely assess the impact of the event and develop a mitigation plan. The Ultra 8500 has a continuous zoom feature that allows the operator to view a wide area and



The operator can access all of the system’s functions through the laptop control unit. The joystick can be positioned on either the left or right side, depending upon operator preference.

also zoom in on targets of interest.”

“We are very excited about CAP’s new thermal imaging capability,” added Lt. Col. Sean Johnson, air operations branch director for the North Dakota Department of Emergency Services Division of Homeland Security and also the wing’s chief of staff. “CAP will now be able to provide the state with even more incredible disaster intelligence products during flood reconnaissance missions.”

Yet with all its features, the system is small and light and can even be removed, meaning it does not interfere with the aircraft’s other functions. “The plane is still usable for standard CAP photo recon and imaging missions and any other mission, so it is the best of both worlds,” Kay said. ▲



As CAP takes stock of its accomplishments in anticipation of its 70th anniversary later this year, the organization's progress in staying on the cutting edge of technology rises to the top as an outstanding achievement worthy of celebration.

CAP's new Operational Resource Management System — a national property database — is one stellar example. ORMS is being used to manage and control CAP assets throughout their life cycles, from acquisition to disposal. The system captures and houses data needed to establish basic, accurate, automated records for aircraft, vehicles, equipment and supplies. The data will be used to determine equipment replacement schedules, budgets, inventory management and depreciation calculation. The new system also automates virtually all of CAP's property administration processes, producing a near-paperless environment for management of CAP property.

ORMS is vital to ensuring CAP property is accounted for, is in good condition and is available to accomplish our missions.

This emphasis on accountability and a paperless corporate culture complements other long-standing initiatives, including CAP's web mission information reporting system (WMIRS), which streamlines mission requests made to CAP National Headquarters, as well as mission updates and reimbursements. The electronic submission of fuel receipts and mission expenses alone has so far eliminated more than 10,000 pieces of paper annually, which otherwise would have filled an entire filing cabinet.

CAP has also become more technologically savvy in its marketing and communications programs. The organization is increasingly communicating major initiatives on Facebook and Twitter, and the e-version of our national magazine, *Civil Air Patrol Volunteer*, now features cutting-edge accessibility, including video links to stories. In addition, our members and constituents are equally as impressed with CAP's national news website, [www.capvolunteernow.com](http://www.capvolunteernow.com), visited by more than 50,000 readers each month.

Yet, by far the most important step in the process to adapt to our ever-evolving world is CAP's periodic review of where it stands, where it should be going and how best to get there. Later this year, CAP's leadership will revisit the organization's strategic plan to analyze future opportunities. Out of this will come even more high-tech approaches to help us better serve the needs of Americans nationwide.

While CAP has come of age technologically, the organization remains every bit as real and relevant in 2011 as it was in 1941. We still save lives, teach lessons in aerospace and foster the development of America's youth. Today, however, we can do it more efficiently and more cost-effectively.

If this mix of new methods to deal with time-honored goals appeals to you, please join CAP in its missions for America's communities. Go to [www.gocivilairpatrol.com](http://www.gocivilairpatrol.com) for more information.

A handwritten signature in black ink that reads "Don Rowland". The signature is fluid and cursive, with a large, stylized "D" and "R".

Don Rowland  
Executive Director

# Fit for life **Cadet program teaches healthy lifestyle**

*By Mitzi Palmer*



Cadet Capt. William McLaughlin, fifth from far end, and other CAP cadets train at the Air Force Pararescue Orientation Course at Davis-Monthan Air Force Base, Ariz.

**F**or the South Carolina Wing's 2010 Cadet of the Year, Cadet Capt. Sarah Sill, staying physically fit is no option. Not only is it a passion, it's also a requirement embedded deeply in the Civil Air Patrol cadet program.

Sill, a 17-year-old avid runner, is a member of Spartanburg Composite Squadron. She joined CAP five years ago because of her interest in attending the U.S. Air Force Academy and her dream of becoming a fighter pilot and a career Air Force officer. Sill soloed in a CAP glider at age 14,



and at 16 she earned her private pilot's license.

During cross country season at her local high school, she runs a minimum of five miles a day, with the exception of the day before a race. In the offseason, she trains on her own schedule and encourages fellow cadets to do the same.

"I run every other day about three miles," Sill said, "and days in between, I alternate weightlifting upper body and lower body."

She also maintains a six-meal-a-day eating program enriched with low-fat, high-quality proteins and carbohydrates.

## Fitness in cadet life

Physical fitness is one of the four pillars in cadet life, along with leadership, aerospace education and character development. In fact, all squadrons must make fitness training, sports, calisthenics and fitness drills part of their program.

"The overall goal of the fitness element in the cadet program is to develop in cadets a lifelong habit of regular exercise," said Curt LaFond, CAP's deputy director for cadet programs.

LaFond and CAP's handbook on physical fitness identify two facets to the program: training and testing.

Fitness training includes stretching, calisthenics, fitness drills, circuits, team sports and any activities that are fun but still physically challenging. In addition, cadets are briefed on the basic principles of exercise, why fitness is important and how to exercise safely.

As cadets advance in their squadron fitness program, they are required to pass a cadet physical fitness test, known within CAP as the CPFT. It is based on the President's Challenge — the premier program of the President's Council on Fitness, Sports and Nutrition.

Administered through a co-sponsorship agreement with the Amateur Athletic Union, the President's



New Jersey Wing Capt. David Maver, CAP's 2006 National Cadet of the Year, is a distance runner. The sport helps him ward off the effects of diabetes.

Challenge gives people of all ages and abilities the proper tools needed to increase physical activity and improve fitness.

CAP's CPFT consists of curl-ups, push-ups, sit-and-reach and either a one-mile run or a shuttle run. It also considers gender, age and cadet rank.

"The fitness test standards for cadet officers often exceed the entry requirements for the Air Force Academy," LaFond noted. "If kids have physical disabilities, they still participate in the cadet fitness program to the extent of their abilities, and the CPFT is

slightly modified to accommodate their special needs."

The National Cadet Advisory Council is currently debating the fitness test standards. "I take that as an encouraging sign of the cadets' seriousness about the program," LaFond said.

"CAP cadets have told us they want to keep their fitness standards high," he said. "They want a fitness test with standards that grow more challenging as the cadets grow older, stronger and earn promotions in rank."

## Encouragement from within

As with any activity in CAP, encouragement from fellow cadets and members is indispensable.

"Motivation is extremely important, especially for new cadets (who are sometimes as young as 12 years old) just entering the program," said Cadet Capt. William McLaughlin of the Nebraska Wing's Gen. Curtis E. LeMay Offutt Composite Squadron.

Part of a military family that moves around a lot, McLaughlin, along with his older brother and fellow

cadet, James, started their own “Physical Fitness Hall of Fame” when they were members of the Air Academy Cadet Squadron in Colorado.

“The goals are to give recognition to cadets who do well at their individual events, to spark friendly competition and to improve test scores,” said the 16-year-old cadet.

The concept of the hall of fame is to see who can achieve the fastest run, the most curl-ups and sit-ups and the longest sit-and-reach. Each night of a physical test, the board is updated to reflect who “won” in each category.

Apparently, the challenge has worked. The hall of fame increased its squadron’s 50 percent CPFT pass-percentage to 75 percent, McLaughlin said.

“The cadets were always so proud of themselves when the names would change on the board to reflect another top score,” he said.

The hall of fame idea has traveled with the McLaughlin brothers from the Air Academy squadron to Albuquerque Composite Squadron in New Mexico and then Nellis Composite Squadron in Nevada, and it’s now in the process of being implemented at their new squadron in Nebraska.

## Pushing through

Capt. David Maver, commander for the 2011 New Jersey Wing Basic Encampment and Region Cadet Leadership School, was diagnosed with Type 1 Diabetes mellitus at age 14. Instead of letting that handicap him, Maver joined



Cadet Capt. Sarah Sill leads the pack in the first race of the season, the Eye Opener at Milliken Research Center in Spartanburg, S.C.

the New Jersey Wing’s Jack Schweiker Composite Squadron in 2000, immersed himself in the cadet program and received CAP’s Gen. Carl A. Spaatz Award — the highest achievement a cadet can earn — and the National Cadet of the Year Award in 2006.

“I joined with a good friend of mine, since we shared a common interest in aerospace and becoming pilots,” Maver said. “The leadership opportunities within the program have shaped my life into what it is today.”

He was also the first cadet with diabetes to attend both

Hawk Mountain Ranger Training School and the Pararescue Orientation Course — two extremely physically demanding activities for search and rescue training.

Unfortunately for Maver, diabetes is a disqualification from future military involvement. But that doesn’t



Cadet Capt. William McLaughlin, front left in black shirt and shorts, does push-ups as part of the pararescue orientation course at Davis-Monthan Air Force Base.

discourage him.

"I try to be an example for other cadets who have diabetes," he said.

Maver is an avid runner, pursuing ultrarunning — a sport that focuses on conquering distances greater than the marathon's 26.2 miles. In addition to having five marathons under his belt, he recently set a goal to run a 100-mile race this summer.

Maver's other passion is ice and alpine climbing. He has climbed both Mount Rainier (14,412 feet) and Mount Baker (10,537 feet) in Washington.

Today, Maver is a registered nurse in the intensive care unit at Pennsylvania's Hahnemann University Hospital. He continues to encourage young cadets to push their fitness levels in his position as encampment commander.

"In the U.S., we face grave public health concerns because of preventable disease, and most of these diseases are not found in populations of people who exercise and eat well," Maver said. "CAP is a great platform to promote physical fitness." ▲



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# CAP's astronaut pilots shuttle Discovery on its last flight into space

*By Maj. Steven Solomon*

**C**ivil Air Patrol member and U.S. Air Force Col. Eric Boe took NASA's Space Shuttle Discovery into history, piloting it on its 39th and final mission. After numerous delays attributable to technical problems and bad weather, Discovery was launched Feb. 24 to deliver the Permanent Multipurpose Module, packed with supplies and critical spare parts, and Robonaut 2, the dexterous humanoid astronaut helper, to the International Space Station.

"I look at the space shuttle



Photos courtesy of NASA

Eric Boe is strapped into his seat on Space Shuttle Discovery to practice escaping the shuttle, in preparation for an unlikely emergency at the pad on launch day.



and there's nothing as cool in science fiction. I really appreciate that we can take something like this and put it in orbit," Boe said.

Another NASA space shuttle, the Endeavour, which Boe piloted in 2008 on his first flight into space, is scheduled to fly in April, and the Atlantis is scheduled for late June. But, after that, NASA's human space program is "up in the air." The program escaped a death blow with a congressional compromise, but budget cuts may still derail it.

"I'd love to fly in space again," Boe said. "I'd love to get the opportunity to fly one of the new vehicles, but I consider myself very fortunate, especially now that this looks like Discovery's last flight."

## For the love of flight

Boe has never met a flying machine he didn't like.

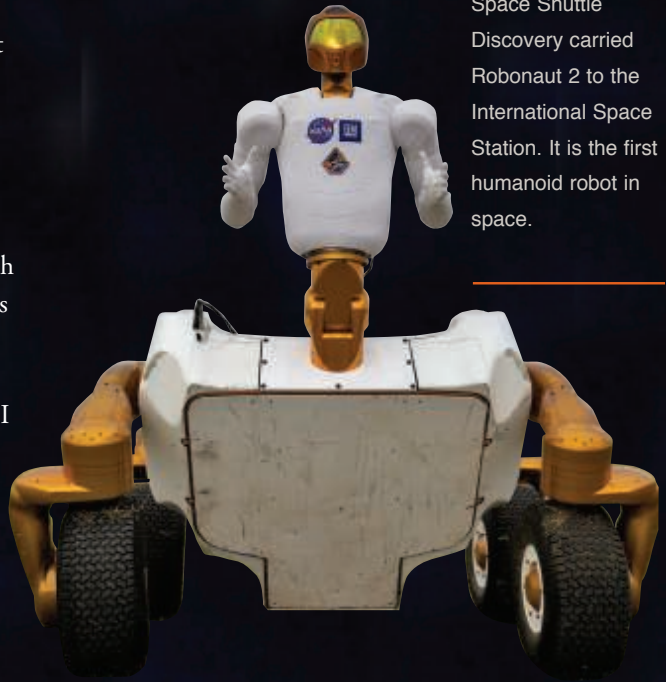
A distinguished U.S. Air Force Academy graduate, he has been a student pilot, instructor pilot, combat pilot, test pilot and now a shuttle pilot. As an Air Force colonel, he has totaled more than 4,000 flight hours in more than 45 aircraft.

"I like them all, all the planes I've flown, each aircraft, spacecraft," he said. "I've never had a bad day flying an aircraft or a spacecraft. They're all fun."

When asked if he prepared any differently for this mission than his first trip into space, Boe answered that there weren't many differences, because the two flights were similar.

"On ascent, you really feel the power," he explained. "You get pressed in your seat pretty fast, but, on entry, you can look out the window until you get closer to the ground [and] things start happening faster and faster."

Space Shuttle Discovery carried Robonaut 2 to the International Space Station. It is the first humanoid robot in space.



## A student of the universe

CAP members surely know that Boe credits CAP for his interest in aviation. He learned to fly as a CAP cadet, soloing at a Georgia Wing flight encampment. A photo of Boe in his cadet uniform looking at a large model of the shuttle is as iconic in CAP aerospace history as the photo of teenager Bill Clinton shaking hands with President John F. Kennedy is in political science.

Echoing NASA's website message, Boe sums up an important lesson his shuttle experiences have given him: "Our Earth is just a small ship orbiting in the universe. You really get to appreciate that our Earth is very fragile." ▲

Space Shuttle Discovery, being maneuvered for launch Feb. 24 at Kennedy Space Center, ended its final mission, STS-133, with a safe landing on March 9. With a career that began in 1984 with the STS-41D mission, Discovery is the first of the shuttles to be retired. During its career, it has flown more missions than any other shuttle or spacecraft. It's made more than 5,600 trips around the Earth and, at various times, carried more than 180 people, including the first female shuttle pilot and shuttle commander, Eileen Collins. Discovery also flew the first African-American spacewalker, Bernard Harris, and the first sitting member of Congress to fly in space, Jake Garn, who was a senator from Utah at the time.



# FOR THE RECORD

## U.S. Senator Tom Harkin's Priorities Include Civil Air Patrol

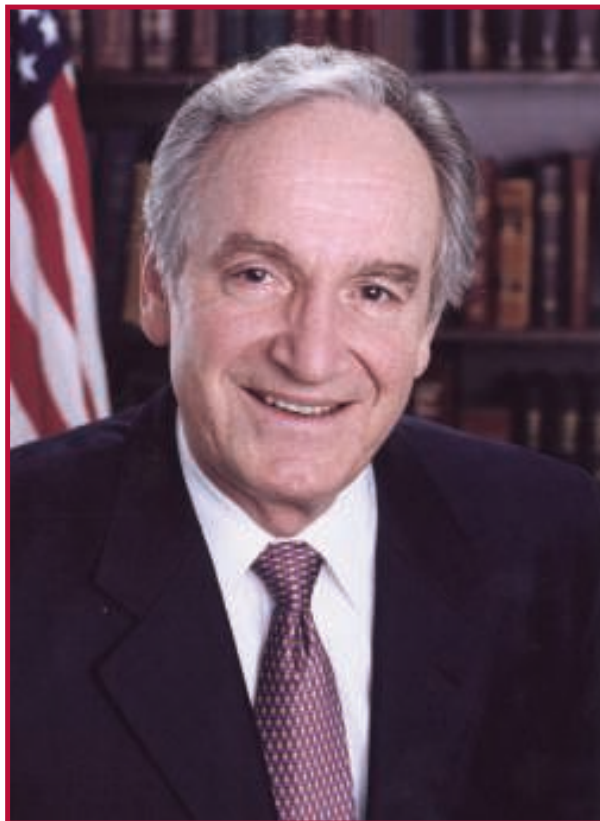
*By Col. John Swain*

**U**S. Sen. Tom Harkin, D-Iowa, has served with honor and distinction in Congress for 36 years, and his record of service has placed him at the helm of some of Congress' most prestigious committees. He is chairman of the Committee on Health, Education, Labor and Pensions and a member of the Appropriations; Agriculture, Nutrition and Forestry; and Small Business and Entrepreneurship committees. In addition, he serves on numerous other subcommittees, caucuses and nonlegislative committees.

As a champion of issues that shape this nation's future, it is not surprising that his long list of special interests also includes 27 years of service with Civil Air Patrol. On Feb. 28 Harkin, commander of CAP's Congressional Squadron, introduced Senate Bill 418, which calls for recognition of Civil Air Patrol members who served during World War II. Following introduction of the bill, he talked with CAP National Headquarters to share his views on the value and significance of this all-volunteer organization.

**Question:** Both you and U.S. Rep. Bob Filner, D-Calif., have just introduced bills to award CAP a single Congressional Gold Medal in honor of its World War II service. What are your thoughts about CAP's role?

**Answer:** As a former Navy pilot, it is remarkable to think about volunteer pilots flying their own aircraft in



U.S. Sen. Tom Harkin recently introduced Senate Bill 418, which calls for recognition of CAP senior members who served during World War II.

combat. Early on during World War II, the situation was so dire that the Army and the Navy needed help from civilians to hunt and eventually attack enemy submarines. CAP stepped up at a vital time for the nation, helping to force German U-boats away from shipping lanes. In addition to the coastal patrol, they flew hazardous missions such as border patrol, target towing and search missions. The magnitude of CAP's wartime operations was massive, with 60,000 volunteer adults involved and as many as 75 million miles flown. CAP made a vitally needed contribution to the war effort.



**Question:** Civil Air Patrol is working hard to find World War II-era members who would be honored by the Congressional Gold Medal. What would you say to them if they were here with us today?

**Answer:** This recognition is long overdue. These volunteer men and women are heroes to all of us – from the pilots to the mechanics to those who supported them. This award – the highest Congress can bestow – honors them and the families of those who are no longer with us. I am working with my colleagues to get this done quickly. CAP members, their families and their friends should make their voices heard and contact their senators and representatives to make sure we get the number of congressional sponsorships to bring this legislation to a vote.

**Question:** When one thinks about CAP's wartime service, it reminds all of us that the organization is a vital component of current homeland security and Air Force operations. How do you view that aspect of CAP?

**Answer:** CAP is getting into some interesting missions. The Deepwater Horizon disaster showed that volunteers could step up to support federal agencies and states at the same time. It was a good demonstration of CAP's ability to perform its mission during a national emergency. I also found out that annual missions flown for the Air Force have increased by about 20,000 flight hours since 2006. For instance, CAP is now flying Surrogate Predator missions where a CAP aircrew and modified aircraft simulates an advanced military drone to help train the military. These missions show an improved capability on the part of CAP.

**Question:** With CAP's operations and missions becoming more complex and demanding, what do you see for the future?

**Answer:** CAP's support to federal agencies, states and communities is improving and increasing. The

organization continues to evolve and grow as it takes on more complex roles. I understand the Air Force and CAP are talking about an emergency response aircraft. This aircraft could really take CAP's support to the next level. It would be particularly valuable to states and communities during large-scale disasters, like the flooding that occurred in Iowa in 2008, when federal and state resources are scarce.

**Question:** As chairman of the Senate Health, Education, Labor and Pensions Committee, what are your thoughts about the other two vital programs of CAP – the cadet program and aerospace education, with its support to teachers and schools?

**Answer:** Both are vital programs. Every time I meet CAP cadets, I am so impressed by their enthusiasm, confidence, bearing and respect for others. I am also impressed with CAP's aerospace education program. The CAP in-school program has resulted in improved grades and attendance for most students. I am looking forward to CAP expanding this program and working with students to improve their science, technology, engineering and math skills. ▲



Sens. Tom Harkin, left, and Chuck Grassley, both from Iowa, were flown over their flood-ravaged state in 2009 by Capt. Kim Kirschman of the Des Moines Senior Squadron. Both senators expressed thanks for the flight, which helped them determine the needs of flood victims across the state.



# CAP CONGRESSIONAL GOLD MEDAL

A dramatic painting of a submarine and a biplane in a stormy sea. The submarine is on the left, with its conning tower and periscope visible. A biplane is on the right, flying low over the water. The sea is turbulent with white-capped waves. The sky is a mix of orange, red, and yellow, suggesting a sunset or sunrise. The overall tone is heroic and historical.

Legislation is pending in both houses of Congress that, if passed, would award a single Congressional Gold Medal to Civil Air Patrol for its service during World War II. You can help in two ways:

- Contact your legislators, requesting their support for two bills to be introduced in January 2011. A minimum of 67 senators and 290 representatives must sign as co-sponsors before the measures can be considered for passage.
- If you are a CAP member who served during World War II or you know of someone who did, please register online at the website listed below. CAP is looking for all members who were 18 years or older and serving between the dates of Dec. 7, 1941, and Aug. 15, 1945.

Correspondence can be mailed to Civil Air Patrol WWII, 105 S. Hansell St., Maxwell AFB, AL 36112. Questions?

Contact Holley Dunigan at [hdunigan@capnhq.gov](mailto:hdunigan@capnhq.gov) or

1-877-227-9142, ext. 236. Check CAP's website,

[www.capmembers.com/goldmedal](http://www.capmembers.com/goldmedal), for the latest information.

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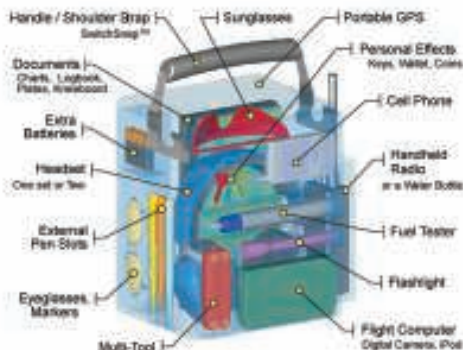
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# About the Congressional Squadron

*By Mitzi Palmer*

Civil Air Patrol's Congressional Squadron is a unique unit that gives active and retired

members of Congress and congressional staff the opportunity to participate in CAP.

Col. John Swain, CAP's Washington representative and former deputy commander of the squadron, said the unit supports CAP programs at the community, state and federal levels using two Cessna 182 Skylanes.

"Since its inception, the squadron has participated in a number of vital missions, including homeland security, search and rescue, disaster relief, air defense training and photo reconnaissance," Swain said. "Some of these missions are in support of other CAP units, and we have, on occasion, provided practice targets for the U.S. Air Force F-16s that defend our nation's capital."

The Congressional Squadron is also tasked with demonstrating



Jenny Wing, defense legislative assistant for Sen. Tom Harkin of Iowa, sees CAP flight operations firsthand from her seat in a Congressional Squadron Cessna.



Lt. Gen. Chris Miller, Air Force deputy chief of staff for strategic plans and programs, exits a CAP plane following a familiarization flight with Capt. Paul Schuda, director of the National Transportation Safety Board Academy and a member of the Congressional Squadron.

Photos by Col. John Swain, CAP National Headquarters

CAP capabilities to government agencies.

“Flights have been flown with members of Congress and staff, Air Force generals and FBI special agents, among others,” Swain added. “Currently, National Transportation Safety Board investigators are being given familiarization flights so they can learn about the complexities of glass cockpit aircraft operations.”

Because of the squadron’s unique nature, members of Congress may participate as much or as little as they like.

“The majority of the members have joined to show support for CAP, especially in their home states,” Swain said. “Others, however, have become active participants in the CAP program over the years.”

The Congressional Squadron is the only quasi-military unit on Capitol Hill. Its origin dates back to 1967, when U.S. Reps. Lester Wolff of New York and Jerry Pettis of California started the unit as a way to give those working in Congress a unique opportunity to support CAP and serve others. Flight operations began in 1976 with an ex-Air Force T-41A trainer.

Today, Sen. Tom Harkin of Iowa serves as the squadron’s commander. His 27 years of experience with CAP range from training missions over the mid-Atlantic states and Iowa to over-ocean counterdrug missions off the coast of southern Florida.

Alongside Harkin, former Rep. Ben Gilman of New York serves as vice commander, and Deputy Commander Lt. Col. Tom Doyle oversees day-to-day operations. A few of the squadron’s notable members have included Vice President Joe Biden, the late President Gerald Ford, former Vice Presidents Dick Cheney and Al Gore, Sens. Daniel Inouye of Hawaii and John McCain of Arizona and former Sen. Elizabeth Dole of North Carolina. ▲



A Congressional Squadron Cessna 182 heads home after a demonstration flight.



A Congressional Squadron plane taxis for takeoff at Joint Base Andrews Naval Air Facility Washington during a search and rescue exercise.

# Leg Day on the Hill

In a marathon of visits,

Photo by 1st Lt. Crystall Eudy, South Carolina Wing



Against a backdrop of history, members of the South Carolina Wing pose for a photograph in the office of U.S. Rep. Joe Wilson, R-S.C., center, who shows off his commander's coin. They are, from left, Lt. Col. Francis Smith, director of operations; Cadet 2nd Lt. David Eudy; Cadet Airman Noah Eudy; Col. Jay Lindler, wing commander; and Cadet 2nd Lt. Adam Eudy.



Photo by Lt. Col. Wendy White, Virginia Wing

In between visits to their legislators, the Mississippi Wing delegation paused to admire the majesty of the U.S. Capitol's rotunda. From left are Col. Carlton Sumner, wing commander; Maj. Al Sayre and Mallory Woodcock; Col. Becky Tilton; and Maj. Keith Riddle. They delivered to their congressmen a handout detailing the wing's activities over the previous year, including extensive support of the Deepwater Horizon oil spill response, video coverage in the aftermath of a tornado and assistance with aerial reconnaissance of flooding in Tennessee.



Members of the Alabama Wing — Vice Commander Lt. Col. Brad Lynn, left, and Commander Col. Lisa Robinson — used CAP's Legislative Day on the Hill to present a certificate of CAP membership to U.S. Rep. Jo Bonner, R-Ala.



Photo by Lt. Col. Wendy White, Virginia Wing

With guidance from their commander, Col. David Carter, right, Virginia Wing cadets prepare to brief U.S. Rep. Frank Wolf, R-Va. From left are Cadet Maj. Joelah Bruccoleri, Cadet Master Sgt. Theo Felder and Cadet 2nd Lt. Paul Ritschard. CAP has found cadets to be effective ambassadors during Legislative Day visits.



# CAP members meet with more than 300 legislators and staff

Long after the CAP delegation has gone, U.S. Sen. Jay Rockefeller, D-W.Va., (inset) will have the West Virginia Wing's customized handout to tell the story of CAP — and specifically the story of the West Virginia Wing. The wing's history-making 2010 included its miraculous rescue, against incredible odds, of 17 victims in the crash of a U.S. Navy helicopter in a remote area of the state. The wing's Legislative Day delegation included, from left, Capt. Dirk Stansbury; Cadet Master Sgt. Jacob Calo; Cadet 2nd Lt. Nick Keefe; Cadet Airman Nathan Worley; Cadet Chief Master Sgt. Brandon Might; Col. Dennis Barron, wing commander; and Cadet Capt. Brian M. Kruchkow.



Photo by Maj. Russell G. Voelker, West Virginia Wing



Photo by Lt. Col. Vickie Meyer, Florida Wing



Cadet Maj. Jacquelyn Taylor, center, from the Arizona Wing and Stephen Coogan and Sierra Larson from the North Carolina Wing converged on the office of U.S. Rep. Raul M. Grijalva, D-Ariz., where they met with his senior legislative assistant, Joseph P. Mais. Rumor has it that the cadets were particularly adept at telling the CAP story.



Photo by retired U.S. Air Force Col. George C. Vogt

Reb Brownnell, military legislative assistant to U.S. Sen. Mitch McConnell, R-Ky., the Senate Republican leader, welcomes Kentucky Wing members Maj. Mary Majella Morgan and Lt. Col. Don Morgan, the wing's government relations adviser, to the senator's office.

# Legislative Day

## Wing commanders' finesse produces results in Congress

By Julie DeBardelaben

**C**ivil Air Patrol's 52 wing and eight region commanders carried the message of their wings' value, significance and importance in America to Capitol Hill during the organization's annual Legislative Day on March 3. Stories from the more than 300 visits were interesting and inspiring, reaffirming that lawmakers in Washington appreciate the volunteer services provided by CAP's 61,000 members nationwide.

One word perhaps best describes the overriding secret to their collective success — tenacity.

The Florida Wing members, for example, went to all 27 of their state's offices in Congress, ultimately holding official meetings with 21 people in the House and one in the Senate. "We didn't get to see five of them," said Lt. Col. Michael Cook, the new wing commander, who takes command on April 16. He scoured the halls of Congress accompanied by his soon-to-be vice commander, Lt. Col. Phil Zedonek.

Zedonek had laid the groundwork for the meetings by making the appointments. Days upon days of e-mails, faxes and phone calls eventually produced responses. When all else failed, the Florida members made cold calls, even catching up with one staffer during lunch.



Sen. Daniel K. Inouye, D-Hawaii, second from left, presents a plaque to Col. Roger Caires, Hawaii Wing commander, in recognition of his 50 years of service in CAP. Also on hand for the presentation were Maj. Gen. Amy S. Courter, CAP national commander, and Col. Stanley Fernandez, the wing's government relations adviser. The presentation was made in the opulent Senate Appropriations Committee boardroom.

Photo by retired Air Force Col. George C. Vogt

"We made it a goal to see them all. We made a game of it," Cook said.

"It was a challenge getting from one place to the next," he said. "When there were meetings at the same time, we split up."

### Sincerity, Relevance Are Key

When the presentations were made together, Zedonek would jump in to amplify the conversation. "We tag-teamed," Cook said. "It was easy to establish a rapport with staffers, because we were sincere."

That sincerity was matched with the polish that comes from being prepared. "You have to plan ahead and get to know your subject," Zedonek said. "You can't

mumble around.”

Cook and Zedonek’s meetings targeted key issues important to each legislator, including the number of CAP voters in their district. “We were able to show them where their district was and a chunk of CAP voters in their district,” Cook said.

“You’ve got to make it personal to get their attention,” Zedonek added. In one case the congressman was a pilot, and another was retired military, which provided easy points of reference to CAP.

Most of the meetings, he explained, were with staffers — a good thing, because they are the ones who research the issues and then tell their legislator, “Here’s what we need to do, boss.”

“Eighty percent of the people we met with were very receptive,” Cook said.

“They received our message, and I am certain they will follow up.”

“We had fun doing it. We know it’s important,” he said.

Next, the wing plans to build upon its Legislative Day success by empowering group commanders to tell the CAP story to folks at congressional district offices. “That’s where the rubber meets the road and where we can make a difference,” Zedonek said.

## Fresh Face Messaging

The Maryland Wing, which is strategically located near the Capitol, adds a competitive edge to its Legislative Day message by relying heavily on cadets.

“Legislators are used to dealing with adults. When we can bring in articulate, future leaders of the country who can speak to them about matters that are important to them and their future, I think it makes a huge difference,” said Col.



Photo by Lt. Col. Wendy White, Virginia Wing

U.S. Rep. Roscoe Bartlett, R-Md., standing at center, throws a pizza party every year for the Maryland Wing cadets who come to Congress to tell the CAP story. On his left is Col. John Knowles, Maryland Wing commander. The cadets are, standing from left, Maj. Emily Hudson, Cadet Capt. Aaron Hull, Cadet Maj. Robbert Olson, Cadet Chief Master Sgt. Joni Taylor and Cadet 2nd Lt. Christin McCall. Sitting from left are Cadet Capt. Jeff Williams, Cadet Chief Master Sgt. Amanda Shields and Cadet Lt. Col. Eashan Samak.

John Knowles, Maryland Wing commander. “They make us stand out from everyone else, and they are living, breathing examples of why the program works.”

The wing met with all 10 of Maryland’s legislators, eight in the House and two in the Senate.

“As much as possible, we let the cadets take the lead in the conversation,” Knowles said. “Overall, legislators were very impressed with their dedication to the cadet program and with their ability to communicate well.”



Photo by Lt. Col. Wendy White, Virginia Wing

Lt. Cols. Phil Zedonek, left, and Michael Cook of the Florida Wing tag-teamed their legislative appointments, racking up 21 one-on-one meetings for the day.

## Straight To The Top

One-on-one meetings with legislators who chair key committees are also essential to CAP’s success on “Leg Day,” and the Hawaii Wing is especially adept at landing those appointments. Sen. Daniel K. Inouye, D-Hawaii, the most senior member of the upper chamber and its president pro-tempore, is chairman of the Senate Appropriations Committee and the Senate Defense Appropriations Subcommittee. Despite his leadership roles and the vast demands that come with them, Inouye happily meets with CAP’s Hawaii Wing delegation each



year to discuss the wing's accomplishments and needs and to pose for photos. This year, he also presented Col. Roger Caires, wing commander, with a plaque commemorating his 50 years of service in CAP.

Sen. Daniel Akaka, D-Hawaii, is equally as accommodating, opening his office to a personal appointment each year as well. America's first senator of native Hawaiian ancestry, Akaka is chairman of the Homeland Security and Government Affairs Subcommittee on Government and Management, the Federal Workforce and the District of Columbia.

"He's involved in so many activities in Hawaii, but he always makes time for us," said Col. Stanley Fernandez, the wing's government relations adviser.

Both Inouye and Akaka are World War II veterans; they both understand the value of CAP, and they know about and support the wing's tsunami warning system, Fernandez said.

They both also support one other cause near and dear to CAP's heart — legislation introduced to honor CAP's World War II veterans. ▲



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# CLA Cadets

## Put CAP's Best Face Forward

*By Jennifer S. Kornegay*

**W**hile many of his peers were going about ordinary school activities, the California Wing's Cadet Capt. Michael H. Chung, age 16, was in Washington, D.C., getting the unique and valuable chance to see government in action.

As one of the lucky few chosen for the 2011 class of Civil Air Patrol's Civic Leadership Academy, Chung and 23 of his fellow cadets from across the country spent a week in the nation's capital getting an up-close-and-personal look at life in public service through lectures; taking field trips to

sites like the U.S. Capitol, the Supreme Court and the State Department; and meeting with key leaders, including senators and representatives and the director of the FBI.

This intense, hands-on civics education program gave the cadets unrivaled access to these important figures in public policy and provided them with firsthand knowledge of public service careers and American history, allowing participants to grow as citizens while polishing their leadership skills.

"The opportunities this activity exposed us to were tremendous; attendees participated in events that most teens never think about," Chung

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CLA cadets' visit at Arlington National Cemetery included a stop at the CAP Memorial, the Tomb of the Unknowns and John F. Kennedy's gravesite. Here, Cadet Lt. Col. Timothy Wier of the Tennessee Wing and Cadet Capt. Michael H. Chung of the California Wing admire President Kennedy's eternal flame.

Photo by Lt. Col. William Brockman, Florida Wing



said. “We often hear a textbook definition of how things work in D.C., but being allowed to physically see the process was unprecedented.”

“CLA is immensely valuable to cadets because of the depth and breadth of information they gain during their week in Washington,” said CLA’s activity director, Lt. Col. Bill Brockman. “They learn how to interact with our government. And they learn not only about how government works, but also about career opportunities in all branches.”

Capt. Jackie Briski, a CLA staff member who attended the academy as a cadet, said the program’s focus on persuasive leadership is especially important for participants.

“When I attended CLA as a cadet captain, I had already learned a lot about the classic hierarchical model of military leadership,” Briski said. “CLA gave me an opportunity to learn about different leadership styles when there isn’t a clear-cut order of authority like a chain of command.”

CLA also serves a very important function in supporting the CAP brand, Brockman said.

“CLA is important to CAP as a whole, thanks to the extremely favorable impression the cadets leave with everyone they meet while in D.C.,” he said. “Many of the people we deal with in Washington have little knowledge of CAP, so our cadets present a great face for



Photo by Steven Trupp, CAP National Headquarters

Up-front and personal meetings with Washington VIPs is an integral part of the CLA experience. Here, retired U.S. Army Maj. Gen. William Suter, clerk of the Supreme Court of the United States, briefs the cadets.

the organization.”

Brockman offered a striking example.

“While visiting the State Department several years ago, the director of the Iraq desk there was speaking with some cadets and answering questions. About halfway through, he stopped and asked me, ‘Now these

are high school and first- or second-year college students, right?’ I said, ‘Yes.’

“He said, ‘I don’t get this level of questioning from graduate students that I teach.’ I think that speaks volumes,” said Brockman

In Pennsylvania Wing Cadet Col. Dane Carroll’s eyes, these



Cadet Col. Dane Carroll



Cadet Lt. Col. Nicole Crisp



Cadet Capt. Michael H. Chung



types of interactions also help cadets considering a public service career.

“CLA will certainly benefit my future as I hope to eventually work for the federal government,” Carroll, 20, said. “My long-term goal is to become a federal agent and serve the citizens of the United States.”

Chung agreed. “For those hoping to become politicians, this activity should help create connections, as well as provide insight into life as a civil servant,” he said.


Nevada Wing Cadet Lt. Col. Nicole Crisp, 19, is studying history at the University of Nevada, Las Vegas and believes her time at CLA will benefit her in a different way. “It will help me be a better voter and a better citizen, and the leadership skills gained are invaluable in any field,” she said.

One new addition to the CLA agenda this year was a visit to the FBI Academy at Quantico, Va. The CLA students also met with the assistant to the U.S. Army chief of staff at the Pentagon and with retired U.S. Army Maj. Gen. William Suter, clerk of the U.S. Supreme Court. ▲



Photo by Lt. Col. William Brockman, Florida Wing

Cadet 2nd. Lt. Joshua Burton of the Arizona Wing makes a rubbing of the name of the father of a senior member in his squadron from the Vietnam Memorial with help from Cadet Lt. Col. William Hoffman of the Minnesota Wing and Cadet Col. Dane Carroll of the Pennsylvania Wing.

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# UK museum patches up WWII display with CAP contributions

By Donna Harris

Just 3,500 miles across the Atlantic, the Norfolk and Suffolk Aviation Museum in England is paying tribute to that country's American allies who served as Civil Air Patrol volunteers during World War II.

The museum, established in 1972 in a Flixton barn to honor airmen of the 8th Air Force's 446th Bombardment Group, has created a display that includes 386 CAP squadron and wing patches in a handmade case, as well as uniforms and other memorabilia sent to them from the States.

The showpiece of the display is a World War II CAP Fairchild airplane with a 100-pound bomb still strapped to its belly.

Col. Joe Smith, outgoing Texas Wing commander, said it's impressive that English aviation enthusiasts are paying tribute to CAP's involvement in the war.

"World War II created the world we live in now," Smith said. "Certainly, when you're paying tribute to people, many of whom gave their lives in defense of their country, what a noble endeavor that is."

About half the Texas units had patches, and Smith sent the museum 28 for the collection.

"How can you not support something like that?" he asked.

Col. Kenneth Parris, Smith's California Wing



Telford Thomson logs the patches for display at the Norfolk and Suffolk Aviation Museum in England.

counterpart, echoed the sentiment. About half of California's 70 units have patches, and Parris sent 28 to the museum.

"I'm honored that one of our allies in one of the most challenging times in our nation's history has recognized the contributions of our volunteers in Civil Air Patrol during World War II," he said. "England suffered during the Blitz, and they, too, relied on their volunteers to face the challenges presented."

## MUSEUM SHOWPIECE

"The museum's Fairchild was built in 1936 and is believed to be the only World War II CAP aircraft on public display outside the USA," museum chairman Ian Hancock said.

The skeletal framework came to them from a United

Kingdom aircraft restorer who had purchased several derelict airframes of different types from the U.S. years ago. He donated the incomplete remains of NC16676 to them in 2003 with few background details.

With much research, Hancock discovered CAP personnel sometimes developed their designs on the fly, and the craft at one time may have been used to unofficially carry bombs and flare chutes.

CAP aircraft used in the war were often fitted with a rudimentary bombsight on the observer door to use when attacking German U-boats, he said.

“We have yet to figure out what the flare chutes looked like or where they were located on the aircraft. We have a bombsight but would like information and drawings for a flare chute so we can make one,” Hancock said.

He also hopes to someday find the plane’s flight record.

As for a more contemporary facet of the display, “I think I am correct in saying no other museum in the world is likely to have such an extensive collection of CAP patches, other than the CAP museum itself,” Hancock said.



Photo courtesy of Telford Thomson

Civil Air Patrol wings from across the U.S. contributed patches to the exhibit. The patches are displayed alongside a World War II CAP Fairchild airplane with a 100-pound bomb still attached.

## BRINGING CAP TO THE UK

Museum member Telford Thomson, formerly a squadron commander in the British equivalent of Civil Air Patrol, the Air Training Corps, said, “I became interested in CAP after overhearing a visitor discuss CAP’s involvement in World War II.”

It was decided then to try and create a display that would generate interest in CAP’s role both today and during World War II, when CAP members defended the U.S. coast, and to remember the pilots and observers who lost their lives while serving their country.

The museum started out with only six CAP patches, so Thomson sent e-mails to as many CAP units as he could find to ask for donations. “The response was amazing,” he said. “Not only did we get wing and squadron patches, but some squadrons also sent aircrew wings, rank badges and other CAP-related items.

“This should give us the best CAP display in Europe,” Thomson said. ▲

Photo courtesy of Texas Wing



Col. Joe Smith, Texas Wing

Photo courtesy of California Wing



Col. Kenneth Parris, California Wing



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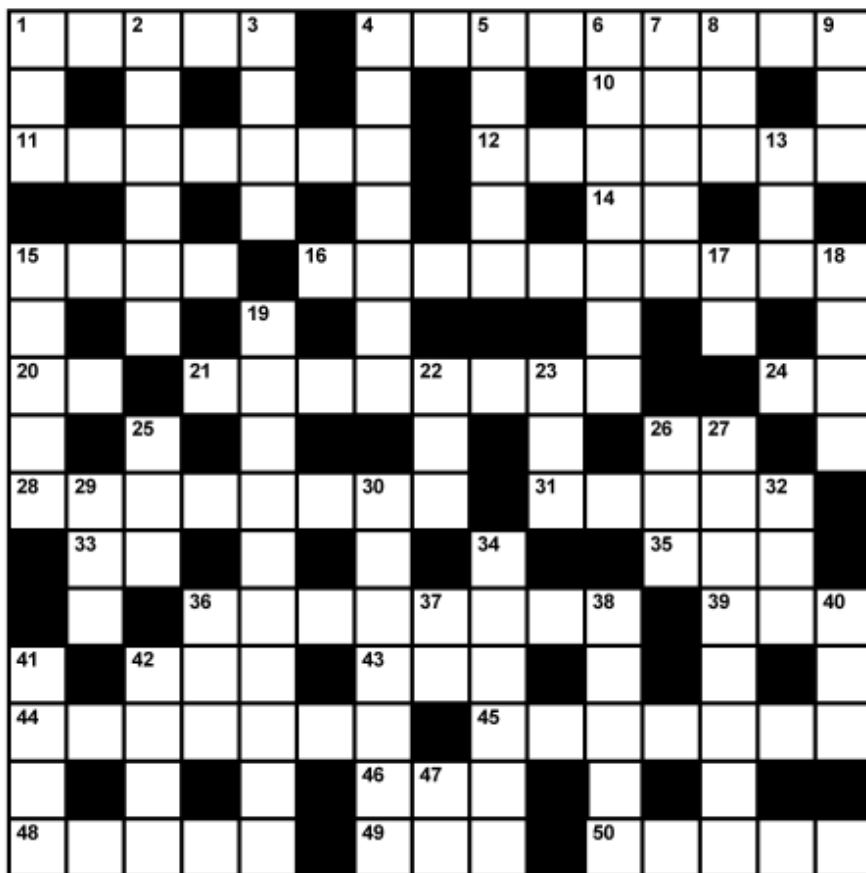
  


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# Civil Air Patrol Crossword

Crossword by Myles Mellor  
www.themecrosswords.com



Answers on page 51

## Down

- 1 Big Apple
- 2 Highest cadet award
- 3 Unescorted flight
- 4 A good leader will be able to \_\_\_\_ his personnel
- 5 Strong
- 6 Name associated with Cadet Chief Master Sergeant
- 7 Scarcer
- 8 General \_\_\_\_ C. Eaker Award
- 9 So far
- 13 Enemy
- 15 USAF \_\_\_\_ uniforms were known as "Uxbridge Blue"
- 17 Fort Hood state
- 18 Descend rapidly
- 19 Part of being an executive is being able to effectively \_\_\_\_ the actions of the personnel under your command
- 22 Set down
- 23 Compass point
- 25 Top level flyer
- 26 Flap
- 27 A cadet achievement award was created in honor of Maj. Gen. William "Billy" \_\_\_\_
- 29 Tidal motion
- 30 Violently destructive windstorm
- 32 Time of arrival
- 34 Part of C/SrA
- 36 Morse code line
- 37 Yes in Spanish
- 38 Fronts of planes
- 40 Aircraft compartment
- 41 Famous astronaut first name
- 42 Parachute \_\_\_\_
- 47 Naval rank, abbr.

## Across

- 1 Cadet programs, abbr.
- 4 The Spaatz Association promotes the development of this and other vital characteristics
- 10 Canoe equipment
- 11 "The Lone Eagle," first name
- 12 A strong upward air current
- 14 Dover state
- 15 Responsibility
- 16 Generous in spirit
- 20 Emotional Intelligence, for short
- 21 CAP does missions for this government department (goes with 28 across)
- 24 Motor vessel, for short
- 26 Dawn time
- 28 See 21 across
- 31 World War I ace, first name
- 33 Exist
- 35 Canadian city, abbr.
- 36 Army unit
- 39 Cadet beginner level grade
- 42 \_\_\_\_ Wesson, gun maker
- 43 Military address
- 44 Cadet achievement award
- 45 Great skill and knowledge of some subject or activity
- 46 Historical period
- 48 Oversight
- 49 Maintained
- 50 Burst of gunfire

# Civil Air Patrol teams with Academy of Model Aeronautics to nurture early interest in aviation

By Minnie Lamberth



Photos by Maj. Chris Storey, California Wing

**T**wo of the nation's premier aviation organizations have joined forces to promote American youth's interest in math, science, technology, engineering and aviation careers.

A memorandum of understanding signed by Civil Air Patrol National Commander Maj. Gen. Amy S. Courter and Academy of Model Aeronautics President Dave Mathewson enables CAP's aviation and aerospace education instructional programs to collaborate with AMA's model airplane programs to pursue and promote aviation participation.

Civil Air Patrol National Commander Maj. Gen. Amy S. Courter and Academy of Model Aeronautics President Dave Mathewson sign the memorandum of understanding during the recent annual AMA Expo in Ontario, Calif.

"This type of relationship provides a terrific opportunity to use model aviation as an entry-level activity that could lead to careers in aviation or the aerospace industry," Mathewson said during the signing ceremony. AMA has about 140,000 members nationwide, 12,000 of whom are youth.

What CAP brings to the partnership, Mathewson



said, “is the educational aspect of aviation and aerospace education that combines with our kids’ interest in model aviation as a recreational activity. When you bring that together, it becomes a truly educational opportunity, and that is where we see the real value of this partnership.”

Mathewson noted that he started in model aviation at age 8 and has been a modeler for more than 50 years. “When I was learning to become a (full-scale) pilot, I already knew the principles of aerodynamics, what made an airplane fly and how it flew, and I learned it by building and flying model airplanes,” he said. “It all translates to an understanding of actual full-scale aviation.”

## AE emphasis

“We are trying to put more emphasis on aerospace education outside of CAP,” Courter said, “and we realize one of the better opportunities we have is to get the younger kids, the pre-cadets, those not old enough to be cadets, interested in aerospace education by letting teachers use our educational resources through our aerospace education member program and by partnering with organizations like the AMA.”

Aerospace education members are teachers who join CAP as an educator and use CAP-approved aerospace education materials and curriculum in their classrooms.

“I believe that experiential learning is what sticks with us most. It’s what helps us make sense of our world and our other learning,” Courter said. “The aerospace education officer can talk with cadets about theories of flight, about wing warp and about lift, but when they are putting together a radio-controlled plane, or out flying it, and they see what a crosswind does with their RC aircraft, it brings everything to life.”

An important outcome of the partnership allows CAP cadets to join AMA in the youth category for free.

“The way we grow our program, to become the best organization for people to volunteer, is about the synergies we can build through partnerships such as this one,” Courter said.

“This is a prime example of an organization we

are absolutely synergistic with, as we both have a mission of aerospace education and of providing opportunities for experiential learning. It really is a great match.”

## A model program

With the agreement in place, one of the goals the two organizations can explore is establishing a viable, effective CAP model airplane program.

Lt. Col. Randall L. Carlson of the Colorado Wing, who is a member of both organizations, played a key role in developing the agreement. He sees model airplanes as an important teaching tool for CAP cadets.

“What applies to these small airplanes holds equally true in large aircraft we fly in daily commercial and military operations,” said Carlson, the wing’s assistant director of aerospace education. “If cadets can understand all the forces acting on a simple, hand-launched glider, then it is much easier for him/her to understand what forces are affecting the Cessna 182 they take orientation flights in. Knowing these basic laws of flight will ultimately better assist the cadets in passing their CAP achievement tests.” ▲

*Maj. Chris Storey, the California Wing’s public affairs officer, contributed to this story.*



CAP cadets can now join AMA for free. Here Cadet 2nd Lt. James Aeschliman and Cadet Tech. Sgt. Deborah Villalobos, both from the California Wing, admire the AMA’s Expo exhibit.

# Maine Wing

## Part of Security Team Recognized by U.S. Navy

*By Minnie Lamberth*

**T**he Maine Wing was recognized by the U.S. Navy recently with the Aegis Excellence Award for its role on a Super Trials Force Protection Team that safely escorted a newly constructed 510-foot Navy destroyer from a shipyard in Bath, Maine, down the narrow, winding Kennebec River to the Atlantic Ocean.

Super Trials are a component of ship-building for Bath Iron Works, which has built vessels for the U.S. Navy for almost 120 years. "The ship ultimately reaches a point where the builder is going to have to demonstrate to the Navy that it meets the requirements for the Navy to take possession," said Mark Billett, anti-terrorism and force protection officer for Supervisor of Shipbuilding, Conversion and Repair, Bath, Maine, a Naval facility at Bath Iron Works.

"It has to be tested in a real-life situation," said Col. Dan Leclair, Maine Wing commander and a



The Super Trials Force Protection Team mission required several CAP aircrews and ground communications personnel, who operated from this communications and command trailer.

Photo by Maj. Marc Brunelle, Maine Wing



participant in the Super Trials Force Protection Team that tested the USS Jason

Dunham, named for U.S. Marine Corps Cpl. Jason Dunham, who died in 2004 from injuries sustained during the Iraq War and received the Medal of Honor posthumously.

In addition to CAP, the Super Trials Force Protection Team was made up of the U.S. Coast Guard, the local police department and sheriff's office, the Federal Aviation Administration and Bath Iron Works. Collectively, these organizations provided reconnaissance support for the ship's test missions as well as the final sail-away mission. All were recognized with the Aegis Excellence Award.

The Maine Wing provided aerial reconnaissance and communications support for the 90-minute journey to the ocean and back again when the Super Trials had been completed. The mission required three aircrews and several ground communications personnel, including Lt. Col. Mike Pellerin, the wing's director of communications, who manned the command trailer.

"The aerial reconnaissance and communications are huge in the efforts to get the ship safely up and down the river," Billett said.

CAP's participation comes at a crucial time. "These assignments began approximately five years ago when we filled a void that occurred because the Maine Air National Guard and Army National Guard were deployed," said Maj. Marc Brunelle, wing director of operations.

"I see this mission as exemplifying CAP's role in our country," Brunelle added. "We utilize the assets we've

been assigned in a way that is a benefit to the state of Maine, to our country and to Bath Iron Works, which is a very large employer in Maine."

Participation in the Super Trials "allows us to perform a valuable service for our country," Leclair said. "Our country is currently fighting wars on two fronts. We fill a void for deployed National Guard, and we can now provide a service for the Navy."

Brunelle, Leclair and Pellerin were on hand when the force protection team received the Aegis Excellence Award from the U.S. Navy Program Executive Office Ships and the supervisor of Shipbuilding, Conversion and Repair, Bath. "It recognizes superior accomplishments in support of that ship-building process," Billett said.

Bath Iron Works, part of General Dynamics Marine Systems, is a full-service shipyard specializing in the design, building and support of complex surface combatants for the Navy. ▲



Photo by Capt. Chris Giles, Maine Wing

Accepting the award on behalf of the wing were Col. Dan Leclair, Maine Wing commander; Lt. Col. Mike Pellerin, wing communications director; and Maj. Marc Brunelle, wing operations director.

Background: The Maine Wing was honored by the Navy for providing aerial reconnaissance and communications support for the newly constructed USS Jason Dunham's 90-minute journey down the Kennebec River to the Atlantic Ocean. The journey demonstrates to the Navy that the ship meets its requirements.

Photo by Maj. Marc Brunelle, Maine Wing



# For Renowned Air Race Pilot, CAP Continues Aviation Interest

*By Minnie Lamberth*

**F**or as long as 1st Lt. Mardell Haskins can remember, she wanted to be a race pilot. “Not just get a pilot’s license,” Haskins clarified. “I wanted to race airplanes. For the life of me, I cannot remember how I learned about it.”

Haskins has done what she set out to do. She has flown in more than 100 air races in every part of the U.S., the Bahamas, Hawaii and New Zealand. She and a flying partner won the Air Race Classic in 1990 and 1991. She has had other first-place finishes and a number of top 10 finishes as well.

In the process of achieving these goals, however, Haskins’ life has taken twists and turns most people can’t imagine.

A native of California, Haskins is the older of identical twins. After graduating with an associate of arts degree from Virginia Intermont College in Bristol, Va., she began working at Travis Air Force

Base, where she met her first husband, Airman 1st Class Leslie Jaggar. They married in 1956 and had four children. Jaggar later passed away, and Haskins remained a widow for eight years.

Living in California at the time, Haskins worked for the state’s Department of Transportation. While serving as field office manager for highway construction projects, she met her second husband, Fred Haskins.

They married in 1973, and the combined family then had eight children. In addition, with this new marriage, Haskins began a 32-year career in the construction business and also set her sights on her earlier goal.

## The Racing Begins

“He had a construction company and a Cessna 182,” Haskins said of her new husband. “I found my chance to get my license.” That goal was achieved in 1977. A few years later, Fred Haskins gave her a 1980 Piper Tomahawk, which she used to launch her racing career in 1982.

“There was a time when I raced an average of a race a month,” Haskins said. “During the 1980s I was racing a lot.” She was also working in construction and raising kids, and she returned to school to earn a bachelor’s degree in public administration and political science from California Polytechnic Institute in Pomona.

Haskins was involved in cross-country air racing, which involves a timing line where the race starts and where it ends, along with a series of legs. “You get a score for each leg,” she said. “The legs are roughly 350 miles.”

Airplanes have a handicap based on horsepower, size and other factors, and the pilot who receives the highest score above the handicap is determined to be the winner. Every moment counts. “You can bobble the wings on your plane one second every mile, and it will cost you the race,” Haskins said. In fact, she noted, she’s lost a race by a thousandth of a second.

Unfortunately, a terrible workplace accident complicated her ability to defend her title for the 1991 Air Race Classic.

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First Lt. Mardell Haskins’ rich aviation experiences include more than 100 air races and leadership roles in The Ninety-Nines as well as Civil Air Patrol. She has embraced her volunteer roles in CAP with the same zeal she has applied to all of the lofty goals she pursued throughout her life.

Photo by 1st Lt. Cindy Beck, Arizona Wing

## Serious Injury Brings Complications

In 1992, while working on a construction site, Haskins said, “I was knocked down and run over by a Caterpillar front end loader that weighed 75,000 pounds.” Her long recovery stretched over many years.

Halfway through an initial 11-month hospital stay to rebuild a leg, she asked for time off to race again. “I talked the doctor into letting me out of the hospital because I was defending champion when I got hurt,” Haskins said. Flying with Esther Grupenhagen, she came in fourth.

Haskins’ participation in The Ninety-Nines: International Organization of Women Pilots gave her a way to be involved in aviation while recovering. “I wanted to see what I could do,” she said. “I was pretty incapacitated.”

She was able to do quite a bit — often from her wheelchair or on crutches. Haskins has served in every chapter office; chaired numerous events at the chapter, section and international levels; and served as international director from 1998 to 2002.

## CAP Eases Adjustment to New Community

Two years ago, after the loss of her second husband and later one of her sons, Haskins moved to the small community of Washington, Utah, where her twin sister was living. She said the only thing in town that was of any interest to her was Civil Air Patrol. Though she was familiar with CAP from living in other communities, she had not been involved, but now seemed like a good time to join. “It just goes to show you aviation is still my No. 1 interest,” Haskins said.

So far, she’s served as public affairs officer, mission logistics officer and information officer and is trying to qualify as mission planning officer and mission operations officer. “There’s a line of progression that you have to go through in CAP, and I’m working my way up that progression,” she said.

Financial concerns, however, keep her from serving as



a CAP pilot. "I'm not qualified as a mission pilot because I don't have the money to spend on qualifying," she said. She's also sold her latest airplane, a Piper Cherokee 235. Previously, she said, "I spent about \$10,000 a year on The Ninety-Nines and racing. It's expensive." That had been possible only because of her husband's financial support.

## Recognized Aviation Expert

Haskins is a recognized aviation expert, writing and speaking regularly on aviation topics. She was awarded the Women Pilot Excellence Award by *Woman Pilot* magazine in 1977, was Southwest Section Woman Pilot of the Year in 1996, inducted into the Forest of Friendship in 1994 and awarded the only Achievement Award ever given by the Inland California Chapter 99s in 1990.

She's also been a feature writer for the *Southwest Aviation Report* since the early 1990s. ▲



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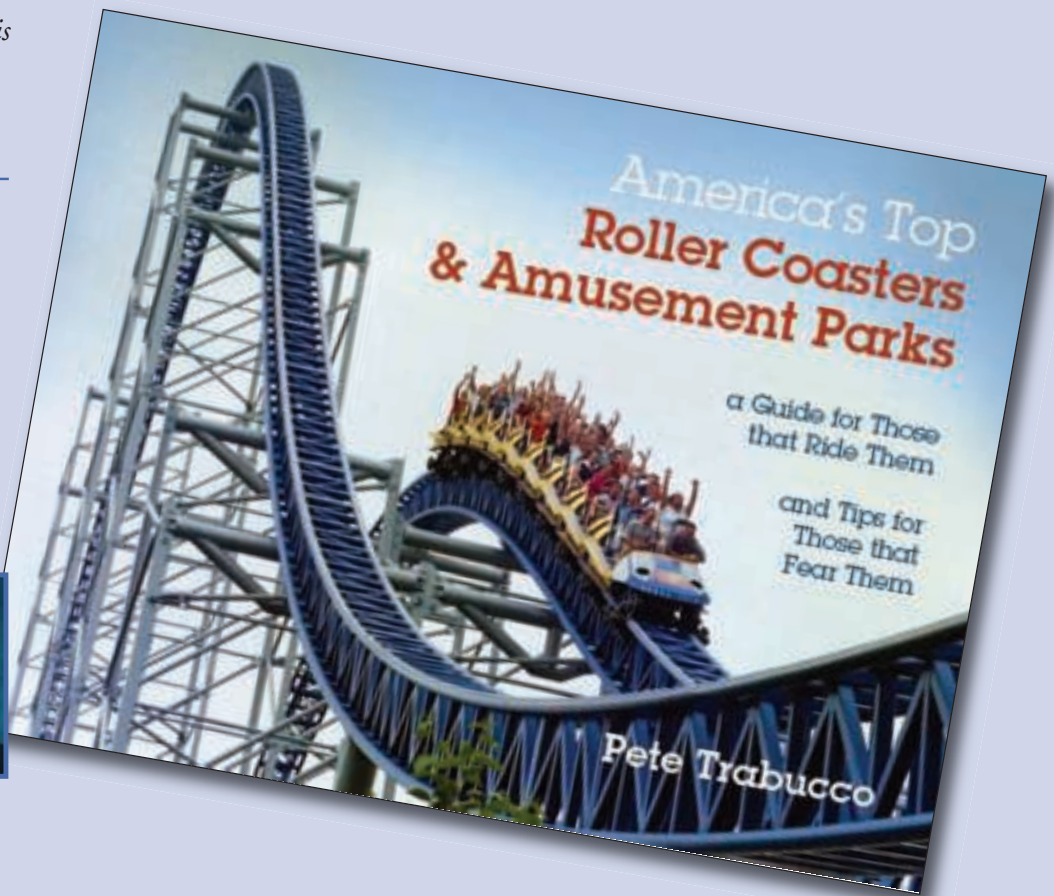
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# CAP major lives rollercoaster life

By Donna Harris

Maj. Pete Trabucco, inset, has donated sales of his book, *America's Top Roller Coasters & Amusement Parks*, to 18 charities.



To say that Maj. Pete Trabucco enjoys a life fraught with ups and downs could be considered a cliché. But he's more than OK with that.

He rolls with it.

A few years ago, the author of *America's Top Roller Coasters & Amusement Parks: A Guide for Those that Ride Them and Tips for Those that Fear Them* would have been the last guy on Earth to write a book about the

best of the country's fast and furious. He had feared the beasts for their gravity-defying loops, thrilling twists and hairpin turns since he was 6 years old and forced to ride a kiddie coaster at Coney Island.

"I was not happy with the experience," the 51-year-old said.

Ten years ago, when his daughter turned 4, he decided to fight his fear. What he needed, he concluded, was a book to help him overcome his phobia.



While commander of the Central Jersey Composite Squadron in 1992, Trabucco, left, accepted a citation from the New Jersey General Assembly for the squadron's work in statewide emergency services and homeland defense programs. U.S. Air Force Col. Henry R. Kane, center, was also a recipient of the award. State Assemblyman Stephen A. Mikulak, right, attended the event.

So he wrote one.

Trabucco rode more than 350 coasters for the book.

While the book ranks the top roller coasters and amusement parks around the country, it also offers an insider's view of what to look for in each ride. It is also a tutorial for those who want to overcome their fears.

Trabucco was a New Jersey radio personality in the early 1980s and served as chief of staff for the New Jersey General Assembly in the early '90s. He is now northeast sales director at CRS Jet Spares Corp., traveling the country and Canada to promote his company's services and attending air shows and aviation conferences.

His travel schedule allows

him to hit the hottest coaster spots.

“Today, roller coasters are very close, almost mimicking what it's like to be performing aerobatic maneuvers in an aircraft,” he said. “It's also the only place you can scream your head off and not get arrested.”

Trabucco remains a licensed private pilot and stays involved in the New Jersey Wing at McGuire Air Force Base.

He was commander of the Central Jersey Composite Squadron for 10 years and has twice been awarded the Air Force Chief of Staff award at the Pentagon for his service to the organization. He also received a citation from the New Jersey General Assembly for his squadron's work in statewide emergency services and homeland defense. He enjoys working with youth and has served as assistant

director of the New Jersey Wing's cadet program.

As a freelance writer, Trabucco has had more than 60 national and international articles published in various aviation, space, health and sports magazines. He currently has a website and a Wikipedia page devoted to

him and his work.


Promoting his book has been as much fun as the research involved in writing it, said Trabucco, who has appeared on nearly three dozen television morning shows and as many radio stations nationwide to talk up roller coasters.

Since the book was released in 2009 by Tate Publishers, proceeds from its sale have been given to 18 charities, Trabucco said. ▲

*“It's also the only place you can scream your head off and not get arrested.”*

*— Maj. Pete Trabucco  
about riding a roller coaster*


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Puzzle on page 41



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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 December and January.

Maj. Martha A. DeFreest	AK
Maj. Cathy M. Neubauer	CA
Maj. Karen L. Nahrstadt	CA
Maj. Adma A. Ross	CT
Lt. Col. Jason R. Secrest	DC
Maj. Robert J. Beichner	MER
Lt. Col. Brent E. Halweg	MN
Lt. Col. Carolyn S. Rice	MO
Maj. Mallory D. Woodcock	MS
Lt. Col. Keith G. Hodgkin	NC
Lt. Col. Brian H. Porter	NHQ
Maj. Stephan M. Woytowicz	NV
Lt. Col. John E. Bradley	NY
Lt. Col. Michael H. Reynolds	SC
Maj. Suella M. Reynolds	SC
Maj. Arthur E. Woodgate	SWR
Maj. Melvin J. Keizer	TX
Maj. Jay H. Workman	TX



## Gen. Ira C. Eaker Award

Second-highest award for cadets, presented to those who complete all Phase IV requirements of the CAP Cadet Program. The cadets listed below received their awards in December and January.



## 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 December and January.

Maj. Franklin N. Blodgett	AK
Lt. Col. Elton R. Humphreys	AZ
Lt. Col. John A. McFarland	AZ
Maj. Kevin J. LeQuire	CA
Lt. Col. James K. Spieth	FL
Lt. Col. Travis P. Tharp	FL
Lt. Col. Roy W. Villers	GA
Maj. Lawrence J. Hebda	IL

Ethan Wiseman	CA
Stephanie M. Lemelin	CO
Andrew J. Collins	CT
Mary E. Kraynak	CT
Alexander E. Haas	DE
Eric M. Turnbaugh	DE
Thomas B.P. Gile	FL
Christopher P. Pannier	FL
Nathan R. Runck	GA
Matthew S. Sorcic	GA
Allen J. Dunn	MD
Shaharazad Purvis	MD
Geoffrey R. Gloceri	MI
Kyle P. Zobel	NC
Ross P. Batchelder	OH
Noah D. Bendele	PA
Kegan Brown	PA
Drew Landis	PA
Ty K. Button	SC
Joshua L. Pravel	TX

Capt. John T. Gill	IN
Maj. Joseph P. Novotney	IN
Maj. Jonathan D. Schlesener	KS
Lt. Col. August W. Peters	MD
Capt. Raymond A. Hanson	ME
Lt. Col. Thomas M. Hollenhorst	MN
Maj. Bobbie G. Evans	MO
Lt. Col. Everett W. McCullough	MO
Lt. Col. Daniel J. Routier	MO
Lt. Col. Michael P. Hainsey	MS
Lt. Col. Nora L. Hey	MS
Lt. Col. Kenneth Kurt Pricer	NER
Lt. Col. Mark E. Smith	NM
Capt. Edward D. Leccacorvi	NY
Lt. Col. Gerald L. Marketos	NY
Maj. Ensor J. Lopez	PR
Lt. Col. Anthen L. Adams	SC
Capt. Warren McConnell	SWR
Lt. Col. Michael B. Hull	TX
Maj. James F. Delaney	WI
Capt. Glen A. Hutchison	WI
Lt. Col. Harold K. Johnston	WY



## Gen. Carl A. Spaatz Award

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

Ryan K. Chapman	CT
Andrew C.S. Dunn	FL
Christiana S. Loudermilk	GA
Aaron J. Pendleton	GA
Shaharazad Purvis	MD
Joel C. Woods	NC
Daniel R. Bracken	NM
Jonathan J. Khattar	NV
Collin B. Carstens	TX

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## Great Lakes

### Illinois squadron steps up for stuffed toy charity effort

ILLINOIS — When a request came in for assistance in collecting stuffed toys to help Stell Family and Friends bring holiday cheer for children attending the annual Santa Parade in Belleville, Scott Composite Squadron flew into action.

For the past four years, Stell Family and Friends, a private, nonprofit family program, has been collecting stuffed toy donations to hand out during the parade because medical issues prevented some children from keeping the candy tossed to them. Since its inception, the program has handed out about 20,000 animals and toys donated by individuals and corporations. This year, however, the program achieved less than 50 percent of its goal of 5,000 items, as advertising funds had to be diverted because of a sudden death in the family.

Word of the shortfall reached the Scott squadron a mere week before the parade. In that short period, cadets and senior members collected well over 200 stuffed toys, large and small, to donate to the charitable program. Penny Stell, program coordinator, said the family was “deeply touched by the generosity of the CAP members at Scott Air Force Base,” home to the squadron. >> 1st Lt. Greg Hoffeditz



Photo by 1st Lt. Greg Hoffeditz, Illinois Wing

Cadet 1st Lt. Josiah Gulick, cadet commander of the Scott Composite Squadron; Cadet 2nd Lt. Nathaniel Losco, the squadron's Tango Flight commander; and Cadet Master Sgt. Lauren Little, the squadron's cadet first sergeant, pose with some of the 220 stuffed animals collected by squadron members.

## Middle East

### Orientation ride combines aviation's future, past for Maryland cadets

MARYLAND — A pair of Osprey Composite Squadron cadets looking to the future as potential pilots got a glimpse of the past during their orientation flight's stop at Easton Municipal Airport. During the flight for Cadet Airmen Amen Onuoha and Tony Polvinale, Capt. Marty Sacks landed his CAP Cessna G1000 182 at the Easton airport so his young passengers could swap seats. During their stop they were able to view two vintage World War II planes, a P51D Mustang and a Spitfire, housed in a private hangar.

“What a treat for these cadets to see two of the airplanes that helped win World War II!” said Sacks, a member of Fort McHenry Composite Squadron. They even got to see the P51D start up and take off. “Most people will never have the opportunity to see these extremely rare and valuable airplanes outside of a museum. They got to see them and watch one fly during a CAP activity! Amazing!”

Both cadets also gained an appreciation for the changes in aviation technology through the years. The orientation flight marked Onuoha's first trip in any kind of aircraft. >> Maj. Brenda Reed



Photo by Capt. Marty Sacks, Maryland Wing

Cadet Airmen Amen Onuoha and Tony Polvinale stand in front of a World War II Spitfire at Easton Municipal Airport.

## North Central

### Encampment staff selection draws record turnout

MINNESOTA — A record number of applicants was on hand for the 2011 Minnesota Wing encampment Staff Selection Exercise at Camp Ripley. “This is the most we have ever seen, and it wasn’t just the quantity but the quality of the cadets that impressed everyone,” said encampment commander Capt. Nash Pherson of the Mankato Composite Squadron.

With 61 applicants competing for 28 cadet cadre positions with the 13th Cadet Training Group, “unfortunately, not everyone can be selected, but it speaks well of the interest and commitment of our cadets and is a positive sign for staffing future encampments,” said Pherson, who also served as 2010 encampment commander. Cadet Capt. David Nelson of Red Wing Composite Squadron, 13th Cadet Training Group commander, encouraged the applicants to give 110 percent as they were evaluated on drill and ceremony, oral communications, uniform appearance, encampment knowledge and leadership.

“We asked the applicants to ‘show us what you got,’ and we were not let down,” Nelson said. The 2011 Minnesota Wing encampment is scheduled for June 11-18 at Camp Ripley. >> Maj. Richard J. Sprouse



Photo by Maj. Richard Sprouse, Minnesota Wing

**Minnesota Wing cadets undergo inspection during the annual Staff Selection Exercise for the wing’s 2011 encampment.**

## Northeast

### C-5 Galaxy simulator gives New York members feeling for flight

NEW YORK — Seven cadets and two senior members from Suffolk Cadet Squadron VII journeyed north to take to the skies via the controls of a Lockheed C-5 Galaxy simulator at Stewart Air National Guard Base in Newburgh. After the contingent’s arrival at the base, Cadet Chief Master Sgt. Diane Kalladeen, deputy cadet commander, marched her detail into the building housing the giant simulator.

Accompanied by the squadron’s commander, Maj. James A. Ridley Sr., and its cadet programs officer, 1st Lt. Mitch Sahagian, the cadets — Kalladeen, Cadet Tech. Sgt. Max Feuerstein, Cadet Airman 1st Class Scott Ramage, Cadet Airman Nicholus Diers and Cadet Airmen Basic Ryan Harvey, Dillon McMenamy and Kyle Stratford — were briefed by their host, Air Force Lt. Col. Dieter Lucas, and civilian employees who control the machine they were about to step into.

After being told what to expect, the cadets climbed the stairs to the building’s second floor and split into two groups, which allowed each visitor to spend an hour sharing the giant aircraft’s left seat. The cadets and their senior member escorts all got to simulate flying and landing the C-5 aircraft in a variety of weather-related situations. >> Maj. James A. Ridley Sr.



Photo by Maj. James A. Ridley Sr., New York Wing

**Lt. Col. Dieter Lucas of the U.S. Air Force Reserve instructs Suffolk County Squadron VII cadets before they try out the C-5 Galaxy simulator.**



## Pacific

### California color guard delves into history for holiday procession

CALIFORNIA — Cadets from Skyhawks Composite Squadron 47 did double duty as participants in the San Pedro Christmas Parade, not only representing their squadron and Civil Air Patrol but also marching in vintage uniforms from Fort MacArthur Museum. The museum is dedicated to the preservation and interpretation of the history of the U.S. Army post that guarded Los Angeles Harbor from 1914-1974.

Color guards from Squadron 47 have taken part in a number of the museum's activities, such as a recreation of the Great Los Angeles Air Raid of 1942. The activities provide the cadets with the opportunity to not only honor the American flag but also wear Army uniforms from World War II and earlier.

Marching in the procession were Cadet Chief Master Sgt. Nicholas Chung, color guard commander; Cadet Senior Master Sgt. Austin Allen; Cadet Staff Sgt. Sean Wollaston; Cadet Airmen 1st Class Michael Wilson and Jun Yi; Cadet Airmen Zachary Beecher, Russell Console and Corbin White; and Cadet Airman Basic Tyler Jones. >> Maj. Audrey DiGiantomasso



Photo by Maj. Audrey DiGiantomasso, California Wing

Skyhawks Composite Squadron 47 color guard team members practice drill before taking part in the San Pedro Christmas Parade, with Cadet Senior Master Sgt. Austin Allen leading, from left, Cadet Airman 1st Class Zachary Beecher, Cadet Airman Russell Console, Cadet Airman 1st Class Jun Yi and Cadet Airman Basic Tyler Jones. All are wearing vintage uniforms from the local Fort MacArthur Museum.

## Rocky Mountain

### Colorado cadets serve as escorts at gubernatorial inauguration

COLORADO — Nearly 20 Colorado Wing cadets acted as military escorts during the 2011 Colorado Gubernatorial Inauguration at the state Capitol in Denver. The high-profile assignment afforded the cadets a unique view of some of the pomp and circumstance of John Hickenlooper's installation as governor. The cadets worked as part of a contingent that included members of the Colorado National Guard.

The cadets assisted with seating distinguished visitors — including family members, Colorado Supreme Court justices and cabinet members — by leading them to their assigned positions. The weather was bright and sunny for the outdoor ceremony, though the temperature stood at just 12 degrees. Later, a small group of cadets received the governor at the Executive Residence and worked the receiving line.

The event not only increased public awareness of Civil Air Patrol and the Colorado Wing, with the cadets featured in live television coverage, but also highlighted the close relationship between the wing and state government.

>> Capt. Scott Orr



Photo courtesy of Colorado National Guard Spc. Joseph K. VonNida

The Civil Air Patrol contingent meets with a strong Colorado Wing supporter, U.S. Rep. Mark Udall, for a photo in the Capitol rotunda.

## Southeast

### Florida members demonstrate CAP abilities to local officials

FLORIDA — Florida Wing members participating in a late fall disaster response training exercise at Sarasota-Bradenton International Airport were not only helping maintain their mission readiness but also giving Sarasota County Emergency Management officials a first-hand look at CAP aircrews' ability to provide aerial reconnaissance.

The exercise was conducted under the county's new memorandum of understanding with CAP, allowing local government to stretch its budget dollars through access to the organization's members and aircraft. The average cost to fly a CAP aircraft is \$130 per hour, a fraction of what the county has spent in the past for this service. Rick Morrow, Sarasota County Emergency Management branch director for damage assessment, said the agreement with CAP gives the county affordable access to "tools we never had before."

The exercise included aerial surveys by county staff in support of Sarasota County's goals for anticipation, recognition, appraisal, prevention and mitigation of emergencies. County engineers accompanied the CAP aircrew to gain a bird's-eye perspective of the area's barrier islands, water courses and transportation corridors. The flights provided a broad overview of the impact of the area's recent growth, and the information gained will help determine areas to revisit for closer examination on future flights.

Florida is using CAP's resources to document surface features and infrastructure both before and after emergencies. The photo documentation is valuable in planning and helps speed response and recovery efforts. "It allows us to provide the best information to the decision-makers for planning," Morrow said. >> Capt. Jeff Carlson



Photo by Capt. Jeff Carlson, Florida Wing

Mission pilots, from left, Lt. Col. Terry Jordan and Capt. Ben Moore complete preflight planning for a grid search under the watchful eye of Senior Member Robert Hughes. All are members of the SRQ Composite Squadron.

## Southwest

### Texas squadron names new operations center for longtime member

TEXAS — The Thunderbird Composite Squadron has named its new operations center for one of the unit's own — Lt. Col. John Freese, a longtime member and World War II veteran. Located in the squadron's West Houston Airport facility, the Lt. Col. John Freese Emergency Operations Center will be used to coordinate operations during Civil Air Patrol missions. The center features advanced communications and computer capabilities, large-screen video monitoring and work space for emergency operations personnel. The facility's capabilities are comparable to or exceed those of many emergency response agencies.

The building project was fully funded by Thunderbird Composite members under the direction of the unit's commander, Maj. Val Rose. Freese cut the ceremonial ribbon for the center's dedication and was honored at the event with a CAP Lifetime Achievement Award presented by Maj. Robert Beeley, Texas Wing Group IV commander.

Also present was Harris County Sheriff Adrian Garcia, who expressed his appreciation for the dedication and professionalism CAP members continually demonstrate. "Your service to our community, the state and the nation are invaluable," Garcia told those in attendance. "This operations center symbolizes your commitment to the safety of our citizens. We are grateful for your service, and I look forward to continuation of the solid and valuable working partnership between the Harris County Sheriff's Department and CAP." >> 1st Lt. David McCollum



Photo by 1st Lt. David McCollum, Texas Wing

Lt. Col. John Freese cuts the ceremonial ribbon to the emergency operations center named in his honor. He is assisted by Maj. Val Rose, Thunderbird Composite Squadron commander.



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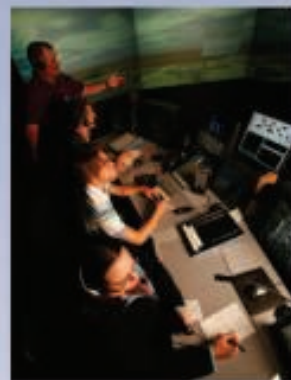
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