

Civil Air Patrol

October-December 2011



Volunteer

CAP Celebrates
70 Years of Service

East Coast Units Respond
To Hurricane Irene

CAP Technology Aids
Midwest Flood Fight





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October-December 2011

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Photo by Capt. Paul Creed III, Ohio Wing

40 Members of the drill team from Civil Air Patrol's Puerto Rico Wing, from left, Cadet Chief Master Sgt. Orlando Rohena and Cadet Cpts. Juan Salazar, Alexander Galarza and Jesmar Nieves, confer during a panel quiz during the 2011 National Cadet Competition. The cadets are members of the Dr. Cesareo Rosa-Nieves Cadet Squadron in Carolina, Puerto Rico. The unit represented CAP's Southeast Region in the drill team competition and brought home the first-place Commander's Cup Trophy.

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ON OUR COVER

Photographs of aircraft from throughout Civil Air Patrol's history graphically illustrate the organization's legacy, dating back to its founding on Dec. 1, 1941. This image — featuring not only vintage planes but also a dramatic rendering of a CAP subchaser swooping down on a German U-boat in the Atlantic during the early days of World War II — is one of four anniversary posters created in celebration of CAP's 70th anniversary. Each of the other three commemorates one of the organization's congressionally chartered core missions — emergency services, cadet programs and aerospace education. All four are available for downloading at www.capmembers.com.

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.



T

The early members of Civil Air Patrol came to the aid of their country during World War II as a military-approved, 90-day experiment. These valiant, patriotic citizen volunteers played an integral role in the defense of America's home front, and their service was so impressive Civil Air Patrol soon became the auxiliary of the U.S. Air Force, with three primary missions — emergency services, cadet programs and aerospace education.

Today, 70 years later, CAP's members continue to impress the nation's leadership with service that remains true to the core values of those brave World War II Americans who made this organization possible — integrity, volunteer service, excellence and respect.

Our 61,000 members are still respected protectors of the homeland, fulfilling the call to duty when America is in need, to support combat deployment preparation training, escort naval vessels, perform fire patrols over Department of Defense reservations and even conduct damage assessment flights for an unprecedented oil spill. Along the way, we have remained true to our founding missions, most recently providing aerial damage assessment and ground team assistance during Hurricane Irene, Midwest flooding and Massachusetts tornadoes, while saving 61 lives this year.

In cadet programs, we can claim the nation's best All-Services CyberPatriot team and a Cadet of the Year who represents 26,000 other CAP cadet go-getters very much like him and who naturally inspires his protégés through leadership by example. Our national award-winning aerospace education program remains steadfast and strong as well. CAP recently received two national awards for aerospace education leadership — the National Conference on Aviation and Space Education's 2011 Crown Circle Award and the Dr. Mervin K. Strickler Jr. Award. The aerospace education program emphasizes the STEM subjects of science, technology, engineering and math, which has caused a firestorm of interest in CAP and impressive academic success by students of all ages across the nation.

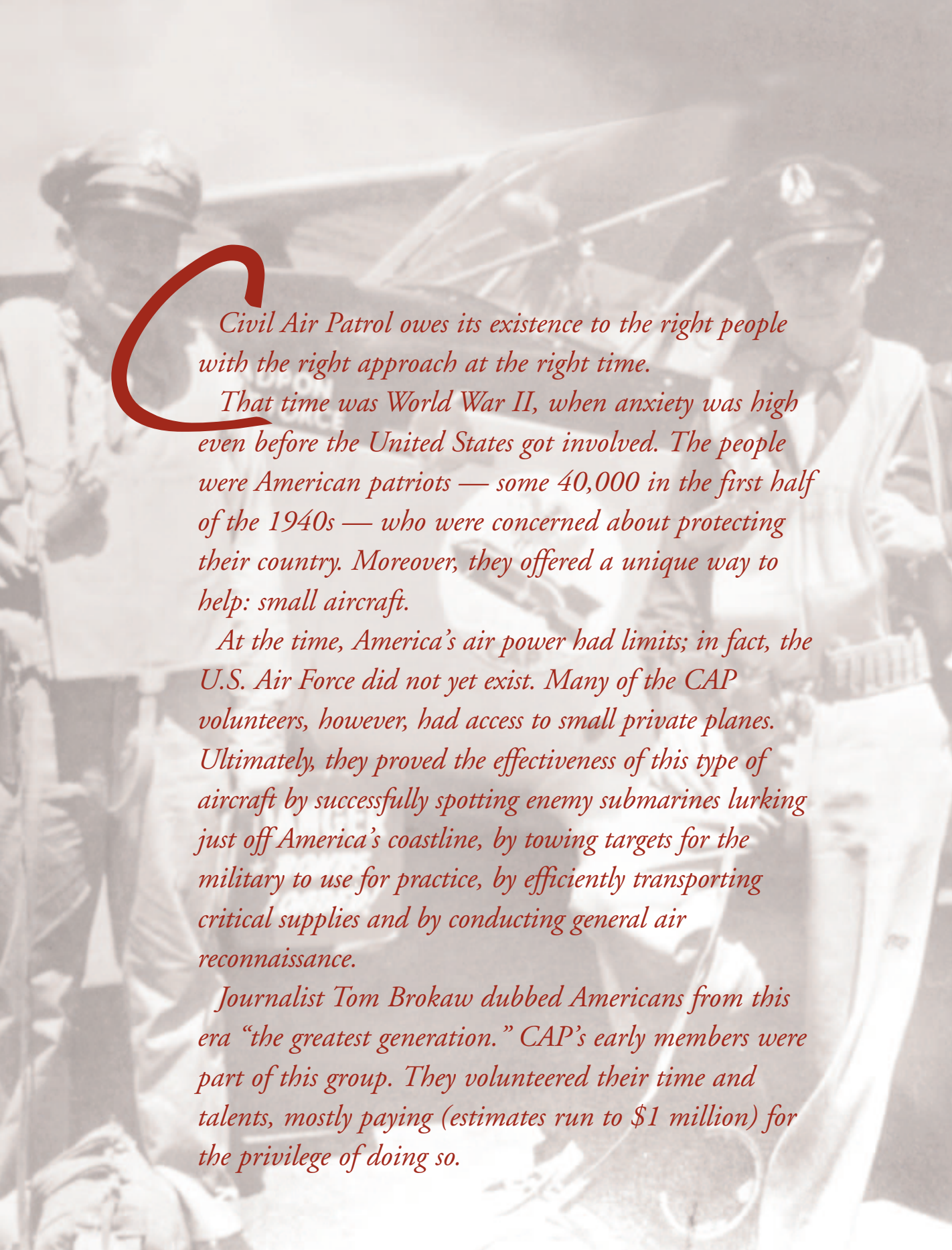
Our unpaid professionals perform with integrity, excellence and respect. Those are the founding principles behind CAP and the values that keep our membership thriving and prosperous. And now, supported by Brig. Gen. Joe Vazquez, vice commander, and the dedicated members who step up each and every day to serve their country, I am honored to have the opportunity to help our organization continue to make a huge difference for our communities and our nation.

We are fortunate to have a solid foundation of ideas, decisions and accomplishments to guide our way. Our founding members were never inhibited by the lack of a title, equipment or even the backing of an official organization. They saw what needed to be done and they did it, without fanfare, without funding and, initially, without recognition. That same drive, that same passion to serve is the foundation of CAP's success, and it is those innate qualities so indicative of our members that will drive our success in the future.

Semper Vigilans!

A handwritten signature in black ink that reads "Charles L. Carr Jr." The signature is written in a cursive, flowing style.

Maj. Gen. Charles L. Carr Jr.
CAP National Commander



Civil Air Patrol owes its existence to the right people with the right approach at the right time.

That time was World War II, when anxiety was high even before the United States got involved. The people were American patriots — some 40,000 in the first half of the 1940s — who were concerned about protecting their country. Moreover, they offered a unique way to help: small aircraft.

At the time, America's air power had limits; in fact, the U.S. Air Force did not yet exist. Many of the CAP volunteers, however, had access to small private planes. Ultimately, they proved the effectiveness of this type of aircraft by successfully spotting enemy submarines lurking just off America's coastline, by towing targets for the military to use for practice, by efficiently transporting critical supplies and by conducting general air reconnaissance.

Journalist Tom Brokaw dubbed Americans from this era "the greatest generation." CAP's early members were part of this group. They volunteered their time and talents, mostly paying (estimates run to \$1 million) for the privilege of doing so.



*As Civil Air Patrol
celebrates its
70th anniversary,
CAP's earliest
members recount*

The Way We Were

In addition to looking for German submarines, CAP's Coastal Patrol was also responsible for reporting cargo ship and oil tanker sinkings and helping coordinate the rescue of survivors. Some tanker crews refused to go back to sea until they were assured CAP could be there to help in case of attack.

By Kristi Carr

Those who piloted Civil Air Patrol's trademark single-engine aircraft laid their lives on the line every time they flew, not only ready to do battle with enemy submarines but often also facing treacherous weather, the prospect of having to ditch at sea, spotty communications with their bases, limited equipment and even friendly fire.

Here are some of their stories:

Wylie Apte Sr.

Wylie Apte Sr., who died in 1970, was a seasoned pilot, having flown with the Air Service, U.S. Army, during World War I and later owning and operating White Mountain Airport in North Conway, N.H. In service to CAP, Apte was assigned to a unit of the Coastal Patrol, CAP's initial incarnation, based in Portland, Maine, to search for enemy German submarines off the coasts of Maine, New Hampshire and Massachusetts; during the war, CAP operated 21 such units up and down the Eastern Seaboard and into the Gulf of Mexico. Apte flew his own Waco YKS-7 biplane,

trailing an antenna longer than 100 yards for communication with his land base, which would in turn be used to notify the military to dispatch fighters and bombers in the event a sub was spotted.

Subchasers like Apte were told not to expect to actually see an enemy submarine; the mission's true purpose was to maintain a presence that would prevent U-boats from surfacing to recharge their batteries, forcing them away from patrol zones. CAP pilots nevertheless flew at great personal risk. Light aircraft at the time were not equipped with navigational equipment, and pilots depended on dead reckoning, using only a clock and compass over the ocean, where they were often out of sight of land.

Ninety CAP planes were forced to ditch at sea. Of the 59 CAP pilots killed in World War II, 26 were lost



A pilot's license like this one belonging to Walter Soule was a common credential during World War II.



Photo by Capt. Warren King, Maine Wing

The Maine Wing honored Soule, left, with a Distinguished Service Medal earlier this year, which was presented by Maine Wing Commander Col. Dan LeClair. Pending legislation to recognize CAP for its World War II service with a Congressional Gold Medal has prompted CAP to renew its efforts to locate members who served at that time.

in Coastal Patrol. Those who survived, however, were inaugurated into the "Duck Club."

Walter Soule

One of Apte's fellow subchasers at Coastal Patrol Base 19 was Walter Soule, who was in his early 20s

then, young enough to be Apte's son but a fellow enthusiastic pilot. Still a Maine resident at 90, Soule recalled flights at both dawn and dusk in the worst weather the state could offer — rain, snow, sleet, sea smoke and high winds.

He smiled as he recollected the "safety equipment" CAP crews were required to wear. In addition to the traditional "Mae West" safety vest, they

were supplied with the "Barracuda Bag," which Soule described as a poorly designed sort of personal life raft that encased the legs, presumably to protect from shark attacks. "It ranked right up there with the 'zoot suits,' an all-rubber suit," he said.



Wylie Apte Sr., inset, joined a CAP Coastal Patrol base in Maine after traffic at his White Mountain Airport in New Hampshire was diminished by World War II. A seasoned pilot, Apte searched for German submarines off the coasts of Maine, New Hampshire and Massachusetts in his own Waco YKS-7 biplane.



Each base was ideally equipped with a rescue amphibian craft used to recover downed pilots

Trent Lane

Across the nation, in the Louisiana Wing's Baton Rouge squadron, Trent Lane also served his country through CAP at Coastal Patrol Base 9. "The home front wasn't quite as peaceful as one might think," Lane said. He remembers the Army Air Corps firmly controlling CAP during the first part of the war, with secrecy of their missions a top priority. Operating from a makeshift base on Grand Isle, La., their assignment was to patrol along the shores of the Gulf between Grand Isle and the mouth of the Mississippi River.

While Lane said most flights in their tiny yellow Stinson were made memorable by a dazzling array of birds and marine life, on one trip an observer noticed something in the river near Plaquemine, La. The pilot circled overhead several times until the crew was satisfied they were seeing a German U-boat. They radioed the position in to Baton Rouge and were told not to discuss their discovery. In the end, this sighting was never confirmed by the War Department.

Today, Lane, a senior Olympian, remains active at 101 years old.

Charles Compton

Charles Compton, age 94, was in his early 20s when he left dual jobs in Chicago — one as an

Charles Compton is circled in red in this photo taken shortly before CAP closed Coastal Patrol Base 1 in Atlantic City, N.J.



Trent Lane, a pilot who served at Coastal Patrol Base 9, is a senior Olympian and still active at age 101.

Photo by Maj. Lois Hopwood, Louisiana Wing

advertising salesman for the *Daily News* and one working in a plant that manufactured aircraft gears — to go to the East Coast as a CAP volunteer, based on "a desire to be more actively engaged in the war effort." There he was part of the flight staff, serving as either the pilot or observer on missions to search for enemy submarines or to provide an escort for American convoys as they sailed along the Eastern Seaboard.

The duty was dangerous, he recalled. "There was nothing like GPS," he said, describing the use of partially sunken American merchant ships, which were plentiful, as a navigational tool and which were marked on charts. He armed himself with humor for his CAP duty. Serving at a time when CAP aircraft were allowed to carry

bombs, he remembered the aircrews' struggles to distinguish between enemy submarines and whales to avoid any ridicule for attacking marine life. And he told about dangerous night duty on base when someone patrolling the perimeter encountered a sentry. "Both you and the sentry needed to know the correct password, or it would mean a 'tense moment,'" he said.

Compton bought one of the Coastal Patrol planes, a



Grumman G44-A amphibian, which he used for both business and pleasure for several years following the war.

Joseph W. Leonard

Propelled by duty and love of country, Joseph W. Leonard joined CAP the day it was established. Leonard, who passed away in March, was a member of the

Pennsylvania Wing's Chester Squadron. He flew out of Coastal Patrol Base 2 at Rehoboth Beach, Del. Legendary in CAP history, Rehoboth is known today for its annual reunion of members who served there. During World War II it was populated by such CAP heroes as Eddie Edwards, who received the first Air Medal of World War II from President Franklin D. Roosevelt for his daring all-night rescue of a downed CAP pilot from the Atlantic, and

Louisa Morse, the first female to command a CAP wing.

Leonard's son, Mike, said, "It was always America first" with his father, who instilled patriotism in his five children. He recalled his father's accounts of sitting on the Delaware



Joseph W. Leonard joined CAP the day it was established and remained a member until the day he died. In his memoirs of his World War II squadron, he wrote, "I still remember them all – they are a part of my life that I can never forget."

beach on days he was not flying for CAP and seeing bodies washed up on the sand, the result of German submarines attacking American troop transports that had just departed for England. In a journal he left behind, Leonard wrote: "On my day off I was in the habit of going surfing. There I had a close encounter with a torpedo that was fired at a convoy a few miles offshore and missed. I was about a half mile beyond the breakers watching a convoy heading north. I was focusing on the ships and didn't notice the bubble trail approaching me until it was pretty close. I rolled the surfboard to one side, and the German torpedo slid by me."

Leonard, who remained a CAP member until the day he died, left Coastal Patrol Base 2 to serve with the U.S. Navy Reserve, but in his memoirs he said of his World War II CAP squadron: "I still remember them all — they are a part of my life that I can never forget." ▲

Majs. Lois Hopwood and Douglas E. Jessmer, Capt. Mary Story and 1st Lts. Dana E. Hylen and William Lovett contributed to this story.

So many subs were spotted by CAP subchasers that the military soon armed their light aircraft with small bombs and larger aircraft with 325-pound depth charges. This bomb was used for practice during World War II.

Photo by Lt. Col. Chuck Lynch, Montana Wing





Photo by 1st Lt. Cathy Lahr, Maryland Wing

Honor guard cadets appear in U.S. Army Band video production

Civil Air Patrol's honor guard got a four-month head start on the Christmas season this year, thanks to their cadets' participation in a video shoot in August for the U.S. Army Field Band's Christmas Special. The cadets' appearance came at the request of Army Staff Sgt. Jared Morgan, who's in charge of media production for the band. Morgan had seen honor guard cadets participating in several Operation Welcome Home functions at the airport and felt they would be an asset in the video. Here, the cadets join members of the Army unit and their family members to shoot the special, which will air in December. Participating were a large contingent of cadets from the Maryland Wing's Hagerstown Composite Squadron, as well as cadets and adult sponsors from the New York, Virginia and West Virginia wings.

Massachusetts Wing member revisits Australian roots for 70th anniversary observation

First Lt. Gregory Rodway, right, of the Massachusetts Wing's Brockton Composite Squadron returned home recently to help Australian Air Force Cadets mark its 70th anniversary, paralleling the milestone CAP itself is observing this year. Founded in 1941 when Australia faced the specter of Japanese air raids on her northern cities, the Air Training Corps — renamed the AAFC in 2001 —



Photo courtesy of Australian Air Force Cadets

provides general education to young adults interested in joining the Air Force. Rodway, who joined CAP in January 2008, traveled Down Under to give a presentation on CAP to his former ATC unit, 417 (City of Bayside) Squadron AAFC in Melbourne. He was welcomed to his old squadron by its commanding officer, pilot officer Joseph Sant, and his staff. Here, Rodway discusses simulator training opportunities with Sant and Leading Cadet Grady Collins.

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ON THE WEB

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

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Nearly 600 members and friends of Civil Air Patrol heard the Rev. Jill Robb Paulson's keynote address during the 2011 annual conference banquet, and, like me, they were mesmerized by her remarks. The focus of her speech, found in the centerfold of this issue, was on CAP's rich history of service as expressed through the leadership of prominent members who are now deceased. Her accolades included a subchaser, flight operations officer, aerospace education supporter, emergency services director and operations staff member — a real mirror of the 61,000 volunteers who make up the organization today.

Paulson is linked to one other important member in CAP's history — Gill Robb Wilson, one of our founders, for whom the highest professional development award that can be earned by a CAP senior member is named. Paulson followed in her grandfather's footsteps and is a Presbyterian minister. She recently reconnected with her CAP heritage by becoming a member of the Illinois Wing's Lake County Composite Squadron.

With this issue of the *Volunteer*, CAP begins a yearlong celebration of 70 years of service to America, which provides the opportunity to highlight the ways in which numerous other CAP members have served their communities across this great nation. Certainly, we owe a debt of gratitude to our founding members, the men and women of the Coastal Patrol, who flew their own planes at their own expense and worked behind the scenes to protect the homeland. Since then, our everyday heroes have continued to rise to the occasion, providing selfless service when America is in need. The award recipients honored during this year's annual recognition program represent outstanding examples of CAP volunteerism at its finest.

As a result of their dedicated service, CAP has become known as the nation's premier volunteer organization. Our membership rosters have continued to rise, even during lean economic times, because our missions for America fulfill a need to serve mankind unlike any other organization.

You, too, can be a part of the awe-inspiring legacy that is CAP — marked by fierce patriotism, a boundless love of country and a deep-rooted need to provide duty before self. That's what being a member of CAP is all about ... contributing to a legacy of service second to none. Join us on our journey at www.capmembers.com.

Don Rowland

Executive Director
CAP National Headquarters

Former national volunteer PA team leader

mourned by colleagues in two organizations

By Dan Bailey

W

When Lt. Col. Al Pabon died July 22, two national service organizations lost a valued asset — not only Civil Air Patrol, but also the U.S. Army Cadet Corps. Pabon, director of public affairs for CAP's North Central Region and a member of the editorial board for *Civil Air Patrol Volunteer*, was assisting the USAC with public affairs and administrative support for its summer training programs at the National Cadet Training Center in Millersburg, Ky., when he suffered a fatal heart attack at age 46.

In tribute to his service, he received a posthumous promotion to lieutenant colonel.

Both CAP and the USAC honored Pabon with memorial services, held Aug. 2 in Millersburg and Aug. 13 in Crystal, Minn.

Pabon was at the National Cadet Training Center, the



Photo courtesy of U.S. Army Cadet Corps

Cadet 1st Lt. Jennifer Taylor of the Kentucky Wing's Solomon Van Meter Cadet Squadron and U.S. Army Cadet Corps Cadet Sgt. Adam W. Clifford of Cynthiana, Ky., stand vigilant during the Army Cadet Corps' memorial service for Lt. Col. Al Pabon.

corps' headquarters, at the invitation of U.S. Army Cadet Corps Col. Joseph M. Land Sr., the organization's chief of staff. Land said he and Brig. Gen. Charles R. Tornow, the corps' commanding general, had met Pabon about 10 years earlier, when the CAP member introduced himself during the corps' annual training session at the Combat Readiness Training Center in Alpena, Mich.

Tornow vividly recalled that initial encounter. "The first thing he said to me was, 'Hello, sir. I'm with the Civil Air Patrol, but I'd

like to help you with your annual training,' with a big smile on his face. 'I've got a knack for public affairs.'"

To Land, "He was the absolute best ambassador the Civil Air Patrol could ever ask for, because he absolutely loved the Civil Air Patrol, and he carried that through his day-to-day life."

That devotion to CAP was reflected in Pabon's record of service. He served as the Minnesota Wing's public affairs officer from 2002 to 2009 and as its recruiting and retention officer from 2001 to 2007. He was North Central Region deputy director of public affairs from 2006 to 2008, when he became director.

In addition to being director, he was also chairman of the national CAP Social Media Committee and was the former national volunteer public affairs team leader.

Pabon was named CAP National Public Affairs Officer of the Year for 2006. Other honors he received included an Exceptional Service Award in 2006 as North Central Region Public Affairs Officer of the Year; Commander's Commendation Awards in 2002, 2005 and 2008; and a National Commander's Commendation Award for a crisis communications presentation at the 2003 National Legal Officer's College and for his service as the college's public affairs officer.

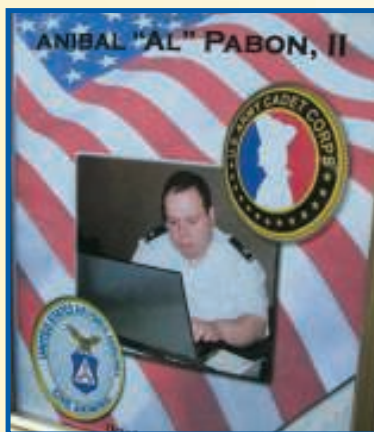
As wing PAO, Pabon published the monthly *WingTips* newsletter and produced four episodes of the "CAP Journal" community TV show. He also conducted numerous public affairs and mission information officer

workshops as independent sessions or as part of wing conferences. His wing newsletter and website were recognized as CAP's best with Maj. Howell Balsem CAP Public Affairs Awards in 2007 at the National PAO Academy.

During his tenure as region PAO, he continued to provide training and mentoring and also worked



Lt. Col. Al Pabon's CAP uniform jacket formed part of the memorial display at the ceremonies held to honor his memory.



A familiar view of Lt. Col. Al Pabon – typing away on a news release or email to his CAP colleagues – formed the centerpiece of the framed memorial displayed at ceremonies held in his honor in Kentucky and Minnesota.

Photo by Capt. Jaime L. Henson, Kentucky Wing

closely with wing PAOs to provide comprehensive coverage of several years of record flooding in the North Central Region.

Outside CAP, he was a popular professional wrestling personality in Minnesota. He did production work for "The Bodyslam Revue" and "Pro Wrestling Today" video presentations and the "Steel Domain Wrestling" television show, and he was known in his area's wrestling circles as "Sheik Adnan Al Paybon."

"Al Pabon was an irreplaceable member of the North Central Region staff," said Col. Sean P. Fagan, the region's commander. "His expertise to his craft of public affairs cannot be matched by anyone that I know.

"Al never turned down the opportunity to offer a word of advice, a friendly handshake or a smile to everyone he met. He was a mentor and a teacher to many as well as a good friend to even more.

"Al's untimely passing will be felt by everyone that has had the pleasure to meet and work with him. He will truly be missed." ▲

An aerial photograph showing a multi-span concrete bridge crossing a wide river. The river is filled with floating debris, likely from the destroyed bridge. The surrounding landscape is green with trees and grass. The sky is blue with some clouds.

Hurricane Irene tests East Coast wings

By Donna Harris

From North Carolina to Vermont, CAP units answer the call for help

This aerial photograph shows debris against a bridge in Williamsport, Md.

Photo by Capt. Joseph Kekich, Maryland Wing

A

As Hurricane Irene barreled toward the East Coast, Civil Air Patrol squadrons readied for the storm's impact and prepared for the worst. The powerful Category 2 hurricane initially came ashore in the United States on Aug. 27 over North Carolina's Outer Banks. The first Atlantic hurricane of the 2011 season then re-emerged over water and made its second U.S. landfall the next day near Little Egg Inlet in New Jersey. By the time Irene made its third landfall in the Coney Island area of Brooklyn, N.Y., it had been downgraded to a tropical storm.

Irene is blamed for at least 55 deaths, some of the affected area's worst flooding in centuries and massive damage estimated to cost billions.

Gales from Irene affected much of the Eastern Seaboard, extending from Florida to New England and as far inland as Pennsylvania.

While Irene was still a Category 3 hurricane sweeping through the Bahamas, CAP wings in as many as 11 states prepared for the storm by protecting their resources from possible tornadoes, strong winds, high waves and flooding. "Prior to the storm, asset protection was the biggest concern," said Lt. Col. Lee Younger, the Virginia Wing's information technologies director.

New York and many other states in the Northeast were hit hardest by Irene's fury. Vermont, in particular, was devastated.

"The reality with most hurricanes is that more damage and loss of life is caused by water and flooding than via wind damage. And such was especially the case with Hurricane Irene," said Lt. Col. Paul Ghiron, director of emergency services for CAP's Northeast Region. "Although wind damage throughout the Northeast was actually minimal, the resulting flooding from over 12 inches of rain had devastating impacts on many of the inland areas. Connecticut, New Hampshire, New York and most especially Vermont experienced flash flooding so severe that even entire towns were laid waste."

Numerous missions flown for state and federal agencies, as well as CAP's vigilance in all situations, large and small, showed other first responders and state officials from North Carolina to Vermont the high value of the organization's capabilities in a crisis situation.

Col. James M. Rushing, CAP's Federal Emergency Management Agency team leader, drove up from his home in Tennessee to represent CAP in the FEMA Regional Response Coordination Center in Albany, N.Y., while Lt. Cols. Dan Stouch and Skip Guild, Maj. Bill McGoldrick, Lt. Col. Bill Puffey and Maj. Mark Jacobs manned the coordination center in Maynard, Mass.

FEMA tasked the Northeast Region with numerous missions. Air sorties were flown by almost all of the region's wings, from New York to Maine. Several of those missions included locating dangerous debris fields

previously unknown to state and federal authorities. By Sept. 3, the New York Wing had already flown 37 sorties. Other wings in the region accounted for an additional 68 flights and 18 ground missions.

The region conducted operations for FEMA, various state departments of transportation, state emergency management offices, local governments and the American Red Cross. More than 7,000 geotagged images were taken and delivered to FEMA and the states' EMA offices.

"The images detailed damage on riverbed overflows; possible roads, bridges and dam damage; and flooded homes," said Maj. Jim Ridley, the region's director of public affairs.

Wings throughout CAP's Northeast and Middle East regions provided support. New Jersey Wing Commander Col. David Mull said aircrews flew sorties in New York to assist there. "We very seldom get a chance to pull everyone together," he said. "This gave us that opportunity."



In North Carolina, from left, Cadet Tech. Sgt. Stephen Moore of Gastonia Composite Squadron, Cadet Senior Airman Justin Gaddy of Burlington Composite Squadron and Cadet Senior Airman Kelsey Sutton of Pitt Greenville Composite Squadron help Chaplain Lt. Col. David Bobbey load food and water into a storm victim's vehicle as it proceeds through a distribution center in Chocowinity.

Photo by Lt. Col. Anthony Blondo Jr., North Carolina Wing

North Carolina Wing pilots flew as aerial radio repeaters, known as high birds, along coastal areas so radio traffic could be relayed from other aircraft assigned to damage assessment missions, said Maj. John May, who was in charge of air operations.

Northeast Region Commander Col. Christopher Hayden said the Connecticut Wing provided full coastal image coverage as well as shelter operations, the New

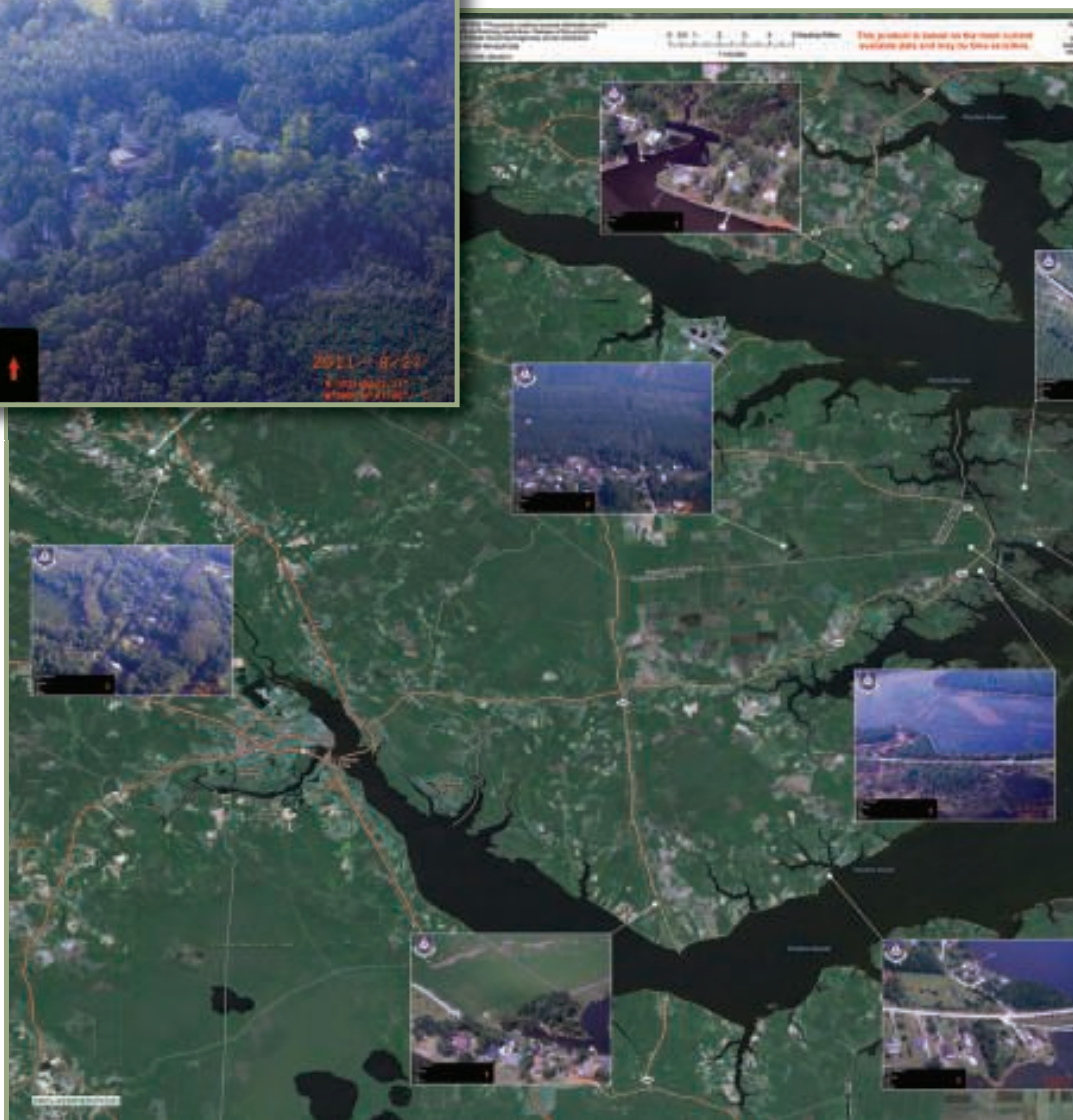
Jersey Wing delivered fliers for area police and completed an emergency locator transmitter search, the Rhode Island Wing added to the thousands of damage assessment images collected along the East Coast, the Massachusetts Wing provided ground-level, geotagged damage assessment images, the Vermont Wing assisted the National Oceanic and Atmospheric Administration and National Weather Service in providing airborne

assessment and the Virginia Wing photographed damage from a tornado spawned after Irene was downgraded to a tropical storm.

Virginia Wing Commander Col. David



This graphic, one of many generated throughout the various missions, depicts parts of North Carolina where CAP aircrews observed damage and flooding caused by Hurricane Irene. Inset is a blowup of one of the photos. Hundreds of images were provided daily to state and local emergency managers, the Federal Emergency Management Agency and other first responders for use in developing damage and impact assessments.



Carter said volunteers also took aerial reconnaissance photos of the Ghost Fleet on the James River, alerting the U.S. Coast Guard that one of the ships was breaking away from the fleet of retired U.S. Navy vessels anchored in the middle of the river.

In Maryland, ground teams surveyed areas at the request of the state's emergency management agencies until the weather cleared, allowing aircraft to take to the air to snap high-resolution photos of flooding and property damage. The wing used CAP's advanced digital imagery system to provide the state's emergency managers with documentation of flooding and property

damage that helped determine critical infrastructure needs, said Capt. Julie S. Holley, the wing's public affairs officer.

Capt. Jacob Gerstein, wing public information officer, said CAP's efforts in Maryland resulted in a wealth of time-critical information for state emergency management agencies, which allowed immediate resource allocation designed to better assist the most critically affected areas.

In addition to locating and deactivating ELTs, ground teams helped those forced from their homes, monitored evacuation traffic, delivered meals and assisted logistics and administration sections of state emergency operations centers. Also, all wings affected by the storm were on standby to conduct missing person searches if needed.

Before the storm even hit, the New Jersey Wing's Atlantic County Composite Squadron made a scary evacuation for residents of a nursing home much easier. The squadron's commander, Capt. Daniel White, said cadets and senior members started early in the morning, many working late into the night, to help relocate some 180 residents of the facility near Egg Harbor Township. Many of the residents were in wheelchairs, and a few were bedridden.

Things grew tense as the storm approached, and the squadron members showed compassion and patience while performing their important task, even though some had to leave when their own homes were mandatorily evacuated. They were friendly and open with the residents and had them laughing their fears away. "It was an opportunity for us to help people," White said. "They weren't looking for any rewards."

The Winston-Salem Composite Squadron, along with 11 other North Carolina units, also helped distribute food and other commodities in the Tar Heel State, while other volunteers delivered supplies to stricken areas after the storm passed through, said Capt. Gene Clodfelter. CAP managed four distribution points and a central distribution site in Beaufort County. Wing Commander Col. Roy Douglass and 52 other senior members and cadets answered the call for help.

"All of our boots-on-the-ground members who participated in disaster relief in Beaufort County were performing their roles for the first time after being trained by state of North Carolina emergency management instructors and our own wing disaster relief officer," said Douglass. In all, more than 140 members were involved in these and the wing's various other missions.

Their work drew praise from Jim Crisman, interim county manager. "The arrival of Civil Air Patrol and its efficient coordination turned what could have been a disaster for distribution of goods into a successful event," said Crisman. "We have received numerous compliments on how dedicated the Civil Air Patrol staff was in interacting with people who needed assistance. It impresses me that you have such a committed group of individuals, especially the younger members."



In Yonkers, N.Y., members of the South Eastern Group assisted at two city shelters before and after the hurricane's arrival. Senior members brought in food and set up sleeping cots for more than 40 people evacuated from their homes. And the New York Wing's Middle Eastern Group worked with the state Red Cross to assist with its demobilization efforts. CAP delivered much-needed water and supplies to shelters in Middleburg and Blenheim and delivered meals, water and other supplies to a shelter in Kinston. Eleven CAP volunteers also broke down cots used by local residents who were driven from their homes.

"CAP members did an outstanding job and our assistance was greatly appreciated," said Capt. Jose Ruiz, the officer in charge. "We were glad to be able to render the people of our community assistance, and more folks now know about the services CAP is capable of providing."

Younger, of the Virginia Wing, said Irene, as bad as it was, could have been worse.



The New York Wing captured this dismal scene in Babylon on Long Island.

Photo by Lt. Col. Michael J. Kelly, New York Wing

"We were prepared for the worst eventuality," he said. "It could have done a whole lot more damage than it did." ▲

Background: An aerial reconnaissance photo of the Ghost Fleet shows one of the retired U.S. Navy ships breaking away from the others on the James River.

Photo by Capt. John Jester, Virginia Wing

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CAP technology helps

Midwestern states cope with summer flooding

By Jenn Rowell

A Missouri Wing aircrew captured this damage created by a levee breach southwest of Hamburg, Iowa.

Massive summer flooding in the Midwest brought many agencies together and tested response operations.

Heavy snow last winter resulted in high levels of snowmelt, and rivers throughout the region reached record highs. In North Dakota, the Red River was problematic again this year, and other rivers — such as the Sheyenne, James, Des Lacs and Souris — reached historic or near-historic flood stages.

In Minot, N.D., the Souris River crested with a reading of 1,561.72 feet on June 26. The floodwaters remained high for about a week before receding below the record stage of 1,558 feet set in 1881. Shelters were opened and mandatory evacuations were ordered for the towns of Minot, Sawyer, Burlington and Velsa. More than 4,000 homes were lost in Ward County to the

worst flooding since 1969.

The North Dakota Wing had already flown 100 hours of flooding missions by April and continued to fly a significant number of missions throughout the summer.

The wing also assisted with dike patrols, using its new Forward Looking Infrared (FLIR) thermal imaging system to identify potential leaks. With the FLIR in the IR/white hot mode, floodwaters are dark, while the ground appears white. Numerous potential leaks were spotted and relayed to the state Emergency Operations Center. Quick reaction teams were dispatched to the areas, saving hundreds of homes.

“I’m extremely proud of our members,” said Col. William Kay, North Dakota Wing commander. “These volunteers flew 149 sorties, amassing 341 flying hours

between mid-March and the end of July, even though some had their own homes flooded.”

Farther south, the Missouri Wing provided daily aerial photo reconnaissance of the flooded Missouri River. The Kansas Wing also assisted, and both coordinated with the Missouri National Guard, Missouri State Highway Patrol, U.S. Army Corps of Engineers, State Emergency Management Agency and the federal Environmental Protection Agency to monitor the flooding.

The CAP aircraft and crew provided hundreds of photographs showing flood progression of the Missouri River and its

“The aerial photos provided by the Civil Air Patrol sorties gave us daily images of where the water had spread and what structures and roadways were being impacted. Being able to compare one day’s photos to the next day’s photos allowed us to see the changing situation. That’s invaluable in preparing a response.”

— Trevor Jones, secretary of the South Dakota Department of Public Safety

tributaries, levee conditions, road and bridge accessibility, critical infrastructure status, community impact and more.

The Missouri Wing also brought high-tech capabilities to the flood missions. The wing used real-time, full-motion video to monitor the flooding conditions. The technology, part of a joint \$2.5 million program with the U.S. Air Force’s Air Combat Command, uses a modified single-engine Cessna 182 with an unmanned aerial vehicle sensor ball mounted under the left wing to provide high-resolution imagery and the ability to lock on



Photo by Maj. Ted Hinesley, North Dakota Wing

FLIR aircrews participating in the North Dakota Wing missions included, from left, Senior Member William Bohrer, 2nd Lt. Mike Mees, Maj. Mark Butland, Lt. Col. Kevin Iverson, 1st Lt. Darryl Billick, 2nd Lts. Mark Scheele and Julie Neidlinger and Senior Member Arthur Whitley. All are members of Bismarck Composite Squadron.



The North Dakota Wing's FLIR identified many potential dike leaks, saving hundreds of homes.

sorties daily, and others provided ground support by sandbagging and helping residents evacuate when necessary.

Members of the South Dakota Wing flew hundreds of hours for the Federal Emergency Management Agency (FEMA) and took thousands of geotagged photos.

"One of the real assets in planning responses to flooding is knowing exactly what is happening on the ground," said Trevor Jones, secretary of the South Dakota Department of Public Safety. "The aerial photos provided by the Civil Air Patrol sorties gave us daily images of where the water had spread and what structures and roadways were being impacted.

and track targets.

The technology was originally intended for combat operations overseas, but has proven incredibly valuable for domestic missions such as search and rescue and disaster relief. Analysis of the real-time video, as well as other digital photographs, allowed agencies in Missouri to respond immediately to newly discovered levee sand boils, scourings, overtoppings and breaches — often retasking aircraft while still in flight.

"This is an outstanding example of how joint operations between several different agencies cooperatively can get the mission accomplished," said Lt. Col. Dennis Pearson, Missouri Wing incident commander. "Only through such cooperation will we continue the effective fight against ongoing extensive flooding."

South Dakota also experienced significant flooding, and the CAP wing there was prepared to provide aerial reconnaissance and support to other agencies. Some flew multiple photo

"Being able to compare one day's photos to the next day's photos allowed us to see the changing situation. That's invaluable in preparing a response."

Throughout the region, levees were strained, erosion occurred and homes and businesses were severely damaged. In Iowa, the Council Bluffs levees experienced seepage and boils, and the U.S. Army Corps of Engineers installed filter blankets to help

control erosion. Interstate 29 was closed near Rock Port in Missouri to the exit near Bartlett, Iowa, and the flooding affected at least 24 farmsteads. In Nebraska, floodwaters threatened Omaha's Eppley Airfield, but the airport was operational. In Kansas, a levee in Leavenworth County was overtopped and 3,200 acres were inundated. Of those, 3,100 acres were for agricultural production, but the water didn't affect towns, businesses or residences. ▲



Lt. Col. Dennis Pearson of the North Central Region staff, who served as mission incident commander, prepares for yet another busy day overseeing multiple taskings from different agencies.

Photo by Lt. Col. David A. Miller, Missouri Wing



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And A River Runs
Through It

A Raging Missouri River Brings The CAP Family To The South Dakota Flood Fight

By Capt. Todd Epp

A river runs through South Dakota – a river once wild, thought tamed, but now wild again.

For nearly 60 years, four massive dams and reservoirs have kept the once flood-prone Missouri River in its banks in South Dakota. Part of the federal Pick-Sloan Plan from the 1940s, the dams turned the “Muddy Mo” from an unpredictable river given to deadly floods into a predictable waterway providing flood control, hydropower and recreation.

In spring 2011, however, Mother Nature decided to take back the Missouri River. Higher than normal snowmelt in the Montana mountains that feed the Missouri and its tributaries swelled the river. So did abnormally high rainfall amounts in eastern Montana and central South Dakota.

Then, just before Memorial Day weekend, areas of the river in South Dakota that either hadn’t flooded in nearly 60 years or had never flooded when the Missouri was untamed, began to overflow.

At the same time, the call for help went out to Civil Air Patrol’s South Dakota Wing to assist the state, the Federal Emergency Management Agency and other local agencies. Government officials said to be prepared not for days or weeks of missions but instead, perhaps, months.

The wing flew flood photo and FEMA transport missions in May, June, July and August.

To the Levees and Airways

Lt. Col. Myra Christensen, a longtime CAP member from Pierre and a mission pilot who also flew many flooding photo sorties, said that sometimes help from CAP members was the difference between people losing their belongings or not as the waters rose in the Pierre area in late May and early June. One elderly

This whirlpool sighted by a CAP aircrew during aerial flood reconnaissance stemmed from the U.S. Army Corps of Engineers releasing 120,000 cubic feet of water per second to the downstream side of the Oahe Dam.

Photo by Lt. Col. Myra Christensen, South Dakota Wing



Cadets from the South Dakota Wing's Sioux Falls and Lewis and Clark composite squadrons use sandbags to help hold back the rising waters of the Missouri River.

Aircrews Fly the River

While some CAP members sandbagged, others flew. In the first two weeks of June alone, the wing, with help from sister wings, flew 120 hours for FEMA and took well over 3,200 photos. The photos were geotagged by latitude and longitude using portable onboard geotrackers, then loaded with descriptions and tracks into the North Central Region's ARGUS imaging system.

These geotagged, professional-quality photos were vital to the flood fight, with Gov.

Dennis Daugaard looking at the images daily.

couple had no friends or relatives to help them — only CAP.

"I also worked with cadets who were very driven to help those in need," Christensen said. "They dedicated many long hours and helped over 27 households move to new locations."

About 200 miles downstream from Pierre, just west of Yankton, several neighborhoods were either flooded or threatened. Cadets and senior members from the Sioux Falls and the Yankton-based Lewis and Clark composite squadrons carried out several ground missions in Yankton to help residents sandbag.

The Sioux Falls squadron's transportation officer, 2nd Lt. John Wallace, helped supervise a group of cadets in the Yankton area on one of the missions. Though it was a time of loss and potential tragedy along the river, he described a scene akin to an old-time Midwestern barn-raising during the sandbagging.

"Ladders were set on cement blocks, funnels put in place, and some held bags while others shoveled the sand into the funnels," Wallace said.

“We left (Yankton) quietly, said goodbye to a couple of people and returned to our safe homes ... safe from water leaking and water damage. But we were paid substantially — by an inner feeling of helping others in need.”

— 2nd Lt. John Wallace, South Dakota Wing



Photo by Capt. Jerry Foy, South Dakota Wing

For some South Dakota homeowners and businesses along the Missouri River, the flood fight was lost — despite the best efforts of Civil Air Patrol, the National Guard, the state of South Dakota, FEMA and other state and local agencies. Here, homes north of Fort Pierre succumb to the force of the Missouri River.

The CAP Family Pitches In

Help also came from an unexpected place — Texas. Maj. Nolan Teel, the Texas Wing's Group III commander, was attending the North Central Region Staff College at Offutt Air Force Base, Neb., when he learned the South Dakota Wing needed mission pilots. He delayed his trip home to Dallas by two days and flew a photo mission from Sioux Falls to Dakota Dunes to Pierre and back to Sioux Falls — one of the longest of the flooding flights.

"CAP isn't about wings and regions but all of us coming together to help each other," said Teel, a former Minnesota Wing cadet. "What makes this possible are the standardized processes we use on our missions."

With the waters finally subsiding this fall, the Sioux Falls squadron's Wallace probably best summed up the South Dakota Wing's efforts in responding to the unprecedented flooding.

"We left (Yankton) quietly, said goodbye to a couple of people and returned to our safe homes ... safe from water leaking and water damage," he said. "But we were paid substantially — by an inner feeling of helping others in need."

As a river runs through the heart of South Dakota, the hearts of CAP volunteers run strong during an historic time of need. ▲



Photo by Capt. Jerry Foy, South Dakota Wing

Maj. Nolan Teel, left, Texas Wing Group III commander, was among the CAP pilots who flew flood missions. Capt. Todd Epp, right, public affairs officer for the South Dakota Wing, was his mission scanner and photographer for a mid-June flight.

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Paulson's challenge to today's CAP members:

Build something

grand

By Steve Cox

One of Civil Air Patrol's newest members with perhaps the most significant ties to its past, the Rev. Jill Robb Paulson, challenged CAP's modern-day citizen volunteers to embrace their rich heritage of 70 years and create their own grand legacy.

"We are great Americans in the present," she proclaimed in a stirring 14-minute banquet keynote address that launched CAP's 70th anniversary celebration at the Annual Conference and National Board in Louisville, Ky.

Founded six days before the start of World War II, CAP officially turns 70 on Dec. 1.

Paulson's grandfather, Gill Robb Wilson, helped organize the first Coastal Patrol anti-submarine units in the early days of World War II and later served as CAP's first executive officer. She reconnected with her CAP heritage earlier this year by becoming a senior member of the Illinois Wing's Lake County Composite Squadron near her home in Libertyville, a suburb of Chicago.

A Presbyterian minister like her grandfather, Paulson used her exceptional writing and oratory skills to pay tribute to CAP's World War II-era members, whom she



Photos by Susan Schneider, CAP National Headquarters

In her brief yet stirring keynote address during the conference banquet, the Rev. Jill Robb Paulson encouraged CAP members both young and old to embrace the grand legacy of the 70-year-old organization.

called "a group of ordinary Americans with extraordinary courage."

Paulson mentioned several of these "builders" in her speech, including her grandfather and others like Guy Gannett and Thomas Beck — patriotic and selfless Americans who helped protect the East Coast with civilian airplanes. She named many of those original CAP pilots and observers, as well as others who supported them.

Though admitting much has changed since those early days of World War II, Paulson said one thing hasn't changed. "That's the human spirit's capacity for greatness," she said, encouraging the nearly 600 CAP members gathered at the conference banquet to be builders, just like their predecessors.

"The best way to honor our past is to face the future with confidence," she said. "Fellow CAP volunteers, it's our turn. Together let us build something grand."

Paulson's message in its entirety follows:

It is my pleasure to be here. Last year's national convention was the first time I had been exposed to the Civil Air Patrol. Obviously I liked what I saw, for this year I'm here as a member. Last year I met so many wonderful people, but I was shocked when, after being introduced, some folks would say, "Wow. You're a legacy."

Huh? I'm not a legacy. I'm just Jill. Sure, I've had some things passed down to me from my grandfather — who hasn't? — but a legacy? That sounds so ... important.

One of the things my grandfather passed down to me was a story that his father, Gill Irwin, passed down to him. It's the story of a traveler who sees a man on the side of the road standing over a rock with a hammer and chisel in his hand. The traveler asks the man, "What are you doing?" The man responds, "Can't you see? I'm chiseling down this rock."

The traveler goes on and eventually comes across another man on the side of the road, standing over a rock with a hammer and a chisel in his hand. The traveler says to the second man, "I see what you're doing. You're chiseling down a rock." The man replies, "No sir, you don't see at all. I am building a cathedral. I am building something grand."

As a member of the Civil Air Patrol, let me ask, which are we? The ones who are chiseling down or the ones who are building up — building something grand?

NAZIS WEREN'T ANTICIPATING CAP

Seventy years ago, there was a small group of Germans, led by Adm. Doenitz, planning U-boat attacks on our East Coast.

At the same time, there was a small group of Americans — Guy Gannett, Thomas Beck, Gill Robb Wilson — planning how to protect our East Coast with civilian fliers.

Both groups succeeded with their plans. After destroying about 500 ships,

about 3 million tons of cargo and 5,000 lives, it looked like the Germans would win.

But what the Nazi planners weren't expecting was a group of ordinary Americans with extraordinary courage. The Nazis weren't anticipating the Civil Air Patrol.

They weren't expecting people like:

- Charles Compton, still going strong today at 95, but whose lack of a kidney kept him out of the military, but not CAP.
- Cornelia Fort, who was teaching students how to fly in Hawaii when Pearl Harbor was attacked. She went home to join the Tennessee Wing and was killed ferrying a bomber.

The Nazis weren't anticipating so many dedicated Americans willing to leave their homes, risk their lives and their finances to serve the Civil Air Patrol.

Americans like:

- Zack Mosley, who animated the CAP adventures through the "Smilin' Jack" comic strips.
- Jack Vilas of Illinois, who became the first aerial fire warden.
- Americans like ... well, we don't know their names ... but we do know that CAP pilots and observers flew 100 planes over nine central states during World War II, reporting the results of the biggest



During the annual conference, Paulson helped Maj. Gen. Amy S. Courter present the Gill Robb Wilson Award to Chaplain Maj. Don R. Garrison of the Kentucky Wing. The award, named for Paulson's grandfather, is CAP's highest academic honor.

blackout test in our nation's history.

These people weren't content to sit on the side of the road and chisel down rock.

EARLY MEMBERS WERE BUILDERS

The CAP was full of people like Shirley Bachman, who chose to build up.

Shirley's little sister was playing alone outside their Florida home when two German submariners approached, apparently arriving through the inland canals. They asked if her mother was nearby. She took them to her home, where the two submariners asked her mother for something to eat.

Seeing these two lost, skinny young men — boys, really — were not much older than her own children, Shirley Bachman's mother fed them. Then Shirley joined the Florida coastal patrol so that no more soldiers would come on shore again, because she knew that even the brutality of war could not destroy one of America's greatest assets: compassion.

Yes, those early CAP members were builders: John Curry, Earle Johnson, Wynant Farr built a grand legacy that we honor and remember 70 years later.

But a lot has changed in these last 70 years. Things are so different now. Those who were our fiercest enemies are now among our greatest allies. Perhaps too our sense of urgency, even our sense of purpose, has changed over the last 70 years.

YOU ARE FULFILLING A DREAM

But one thing hasn't changed, and that's the human spirit's capacity for greatness.

Something else my grandfather passed down to me was the sincere belief that — to use his words — “whatever you accomplish in your lifetime is the fulfillment of the dreams of those who have gone before you.”

Which means that whenever you teach a cadet how to soar or build a rocket, you are fulfilling the dreams of our first training officer, Harry Blee, and Cornelia Fort.

Whenever you lend your ingenuity to the Civil Air Patrol you are fulfilling the dreams of Smith and Chalow, Zack Mosley and all those who shaped

bombsights out of hairpins.

Whenever you fly over a flood or fire you are fulfilling the dreams of Jack Vilas, Air Medal recipients Hugh Sharp and Eddie Edwards ... Melvin Daniels... Frank Kennedy ... Joseph Headman ... John O'Grady ... Prentiss Godfrey ... Kevin Adams ... Bill Mayhew ... William Wilcox ... Benjamin Stone ... Frank Brewer ... and all those thousands upon thousands of great people who flew over blackouts and oceans and forests and borders and everywhere imaginable because they chose service above self.

Indeed, with such a grand legacy as that, none of us can say, “Oh, I'm just Jill or just Bill or just Charles, John, Amy or Dave, Connie or Rich.”

We are all, each of us, the fulfillment of the dreams of great Americans in the past.

And we are all, each of us, the benefactors of a legacy for great Americans in the future.

And when we realize this truth and live accordingly, we are great Americans in the present.

IT'S OUR TURN

Not long before his death, my grandfather taught command school at Maxwell. There he said, “Before you get as old as I am, your minds are going to be rocked by changes far greater than even the changes that have rocked my mind. In such challenging times, how are you going to honor your past without hindering the future?”

His answer I've modified to lay before you tonight.

First, live in gratitude. We are here tonight because of the sacrifices — big and little — of countless Americans who have gone before us.

Secondly, once rooted in gratitude, walk out to the edge — that imposing precipice between courage and cowardice. Beckoning the power beyond and the uncertain future before you say, “Here I am. I'm ready. Show me your face.”

Indeed, it's true, isn't it?

The best way to honor our past is to face the future with confidence.

Fellow CAP volunteers, it's our turn.

Together, let us build something grand.

— Jill Robb Paulson ▲



National Vice Commander-elect Col. Joseph R. Vazquez and his wife, Lt. Col. Leslie Vazquez, are all smiles at a reception for CAP members attending their first Annual Conference and National Board meeting. Col. Vazquez was later promoted to brigadier general in a change of command ceremony held during the conference banquet.

Scenes from the 2011 Annual Conference & National Board meeting,

which featured lively speeches, nearly 60 learning labs, a Kentucky Derby-style reception and a salute to outstanding members.



Chaplain Lt. Col. J. Delano Ellis II is promoted to colonel before assuming command of CAP's Chaplain Corps. Assisting him are Maj. Gen. Charles L. Carr Jr., who appointed him chief of chaplains, and Brig. Gen. Richard L. Anderson, chairman of CAP's Board of Governors.



CAP members, using play money, bet on the horses at a Kentucky Derby-style reception sponsored by Cessna Aircraft Co.

Dr. Bill Grider, Great Lakes Region president for the Air Force Association, addresses members of CAP's National Board during one of the board's business sessions in Louisville, Ky. The AFA was one of many CAP partners represented at the annual conference.





Civil Air Patrol and CAP-U.S. Air Force leaders join members of the National Cadet Advisory Council on the stairs of the Louisville Downtown Marriott lobby after their annual meeting. Cadets serving on the council, below, include Cadet Lt. Col. Nicole J. Crisp of the Nevada Wing's Nellis Composite Squadron, left, and Cadet Lt. Col. Stephanie Hyatt, right, of New York Wing Headquarters. Cadet 1st Lt. Meghan Duell, center, a member of the New York Wing's Batavia Composite Squadron, was an observer during the council's meeting.



U.S. Rep. John Yarmuth, D-Ky., chats with Maj. Gen. Amy S. Courter at a reception held before the conference banquet. At the banquet, Yarmuth officially welcomed Civil Air Patrol to the Bluegrass State. He represents Kentucky's 3rd Congressional District, which includes Louisville.

Col. Martin Miller of the Vermont Wing's Springfield Composite Squadron, a charter member of CAP, is the first to register for the 2011 Annual Conference and National Board meeting in Louisville, Ky. Providing assistance is Becky Lee, paralegal in the general counsel's office at National Headquarters.



Photos by Susan Schneider, CAP National Headquarters



Photos by Susan Schneider, CAP National Headquarters

CAP National Commander Maj. Gen. Charles L. Carr Jr. addresses the more than 600 CAP volunteers attending the organization's 2011 Annual Conference and National Board meeting in Louisville, Ky. Elected to a three-year term by CAP's National Board, Carr succeeds Maj. Gen. Amy S. Courter, CAP's first female national commander. The other candidate for national commander was Col. Fredric K. Weiss, a former Pennsylvania Wing commander and four-term national finance officer.

Change of Command

Carr, Vazquez chosen to lead Civil Air Patrol

By Steve Cox

“A “As you can see, you remain in good hands.” With those confident words and a quick smile, outgoing Civil Air Patrol National Commander Maj. Gen. Amy S. Courter — the first female national commander in CAP's 70-year history — ceremoniously struck the Louisville Downtown Marriott podium with a midsize Louisville Slugger, ending the 2011 Annual Conference and National Board meeting in the Bluegrass State. Her action came just moments after she passed command of CAP to National Vice Commander Brig. Gen. Charles L. Carr Jr. of Columbus, Ohio.

The baseball bat with her name on it was one of many gifts Courter and others exchanged during her last weekend as CAP's national commander. Throughout the week in Louisville, she used the bat as a gavel.

Elected national commander two days earlier by CAP's National Board, Carr officially became CAP's top executive officer during a change of command ceremony held at the conclusion of the conference banquet. After the ceremony, Carr was quick to thank his predecessor for her service.

“Lest we forget where we come from,” he said, “the last four years have been some of the best in Civil Air Patrol. Maj. Gen. Amy S. Courter has done an outstanding job for this organization.”

Carr vowed not to deviate much from the leadership provided by Courter. “We’re not going to change anything. We’re going to tweak it a little bit,” he said with a big smile, adding he was “truly honored” to be a part of CAP.

“I thank each and every one of you who believe in the things that I do and the things that I stand for and trust me well enough to entrust CAP’s leadership with me for the next three years,” he said.

Carr’s election to a three-year term as national commander came on the first day of business at the annual conference. Middle East Region Commander Col. Joseph R. Vazquez’s election to a one-year term as national vice commander followed.

As national commander, Carr serves as a major general, the highest-ranking CAP officer, and is responsible for leading CAP’s 61,000 citizen volunteers in fulfillment of the organization’s three congressionally chartered missions — emergency services, cadet programs and aerospace education — as well as its steadily increasing role in America’s homeland security.

While serving as national commander, Carr will be a member of CAP’s Board of Governors and will lead the National Board and National Executive Committee — the organization’s governing and advisory bodies.

Before his election, Carr served as national vice

Then-AFNORTH Commander Maj. Gen. Garry C. Dean, left, passes the CAP flag to Carr during a change of command ceremony at the conference banquet. The transfer of leadership came after Carr, seen here receiving his new shoulder insignia from his wife, Erena, and Dean, was promoted to major general.



commander. The National Board elected him to the post on Sept. 3, 2010. Before that, he served as the highest-ranking officer of CAP’s Great Lakes Region. Appointed region commander March 1, 2007, he led the region’s more than 7,000 volunteers in his home state of Ohio, as well as Illinois, Indiana, Kentucky, Michigan and Wisconsin. He also served on the National Board and the National Executive Committee.

Vazquez, who lives in Richmond, Va., with his wife, Lt. Col. Leslie Vazquez, said he looks forward to assisting Carr as the organization’s national vice commander. “I appreciate the confidence CAP’s National Board has in me,” he said. “I look forward to fulfilling the challenges and shaping the future of America’s best volunteer organization.”

As national vice commander, Vazquez becomes a brigadier general and also is a member of CAP’s Board of Governors, National Board and National Executive Committee. ▲

Brig. Gen. Joseph R. Vazquez, right, CAP’s new national vice commander, takes the oath of office. Vazquez was commander of CAP’s Middle East Region before the CAP National Board elected him national vice commander. The other candidate for the post was former Southeast Region Commander Col. James M. Rushing.



Exceptional service from exceptional members

Awards presented at CAP's Annual Conference banquet

By Kristi Carr

Every day Civil Air Patrol members quietly serve their fellow citizens, but one day during the year CAP pauses at the national level to celebrate the achievements and accomplishments of a select number of its own. The occasion is the concluding Saturday night banquet at CAP's Annual Conference and National Board meeting, held this year in Louisville, Ky., and the awards winners are those whose service was so outstanding that it merited the organization's highest recognition.

SENIOR MEMBER OF THE YEAR

Currently assigned to the National Commander's Squadron, Col. George M. Boyd is perhaps best known as one of the original Tuskegee Airmen, African-Americans who distinguished themselves overseas with their World War II combat record and at home by fighting prejudice.

With a resume that spans 10 pages and many careers, it's a wonder Boyd found time for CAP, yet he can trace his service to the days when he was a cadet in New Jersey. Over the past three-plus decades, he has held numerous positions with the Kansas Wing, including commander, deputy commander, chief of staff and executive officer. During his tenure as wing commander, the Kansas Wing earned two Paul W. Turner Safety Awards and became the first wing in the nation to boast a 100 percent legislative squadron membership.

Boyd was instrumental in establishing the Kansas State Department of Civil Air Patrol, where he serves as assistant director. A Memorandum of Understanding he crafted



Photo by Susan Schneider, CAP National Headquarters

Senior Member of the Year Col. George Boyd is honored with a standing ovation as Maj. Gen. Amy S. Courter, who presented him with the award, looks on.

with the state became the model for the entire nation.

Boyd also has served CAP at the national level, with one term as national controller and as a member of the National Board and National Executive Committee. Now CAP's Urban Programs adviser, he continues to bring ideas and creativity to the organization with a comprehensive plan to recruit members from nontraditional sources.

Reflecting on his Senior Member of the Year honor, which drew a rousing standing ovation from the more than 600 CAP members attending the conference awards banquet, Boyd said, "It was an exciting and rewarding experience to be honored and applauded by the men and women of Civil Air Patrol, whom I have served with these past 30 years. My wife Mattie and I will continue to serve CAP as long as we are able."

CADET OF THE YEAR

Cadet Col. Ryan K. Chapman of the Connecticut Wing, now a fourth-class cadet private at the U.S. Military Academy at West Point, is well-known in the Connecticut Wing as a go-getter. He received multiple congressional nominations to

West Point as well as the U.S. Air Force Academy and the U.S. Naval Academy. Ultimately, he opted to follow in the footsteps of his father, Ken, who served in the 82nd Airborne Division of the U.S. Army after he graduated from West Point in 1990.

"I'm looking to get into the infantry branch out of West Point," said Chapman, who acknowledged his CAP experiences, particularly an Advanced Pararescue Orientation Course in Tucson, Ariz., in 2010, paid dividends this summer at West Point. "The intensity and level of training prepared me for basic training," he said.

His basic training ended one week before his trip to Louisville to accept the Cadet of the Year award. Chapman said he found out about the award the day before he left home for basic training. That was a busy time, Chapman said, because he was due in West Point 45 hours after graduation from New Fairfield High School.

"This summer has been an overwhelming experience, with all those things going on," he said. "But I'm so honored to be here and be recognized like this. The Cadet of the Year Award represents and embodies the ideals of Civil Air Patrol."

Over his past three years as a CAP cadet, Chapman commanded not one, but two cadet programs — one in the community-based 399th Composite Squadron at Danbury Municipal Airport and the other in the school-based 801st Cadet Squadron at New Fairfield High.



Cadet Col. Ryan K. Chapman, center, is recognized with the Cadet of the Year award by Dr. Bill Grider of the Air Force Association and Courter.

Photo by Susan Schneider, CAP National Headquarters

His leadership helped the 399th grow from a handful of active cadets to two full flights. Inspired by Chapman, the squadron set a wing record for the number of cadets simultaneously receiving CAP's Gen. Billy Mitchell Award, and the unit won the Squadron of Merit for best cadet program in the wing.

Meanwhile, in the newly formed 801st, Chapman helped recruit the first batch of cadets while also teaching the ropes of the cadet program to a senior member, new to CAP, who was assigned to the unit.

TEACHER OF THE YEAR

After graduating from Auburn University in Alabama, Megan Tucker tackled her teaching career at Kenwood Elementary School in Fort Walton Beach, Fla., as if she were a seasoned veteran, using her aerospace education membership in CAP to help develop her curriculum in the STEM subjects of science, technology, engineering and math. "If a student is motivated, he or she can achieve anything," Tucker said. "Aerospace is the perfect motivation for a student to become a lifelong learner."

Her use of CAP's aviation curriculum along with other aerospace lessons for her fourth-graders increased her students' proficiency rating on Florida's Comprehensive Assessment math and science test.



Photo by Susan Schneider, CAP National Headquarters



Florida Wing Commander Col. Michael N. Cook accepts the Aerospace Education Teacher of the Year Award on behalf of Megan Tucker, inset, who was at home awaiting the birth of her daughter, Teagan.

Tucker used this good news to expand aerospace studies to the other fourth-grade classes in her school.

"I use aerospace in my classroom, because it is engaging and fun for my students," Tucker said. "I can't imagine teaching without it!"

Selection as CAP's Aerospace Education Teacher of the Year is Tucker's latest honor. A popular presenter for STEM and aerospace education workshops, she wrote an essay that positioned her as one of just two teachers from across the U.S. to win a contest sponsored by Subaru and the American Association for the Advancement of Science. Tucker is also Florida's 2010 elementary science teacher recipient of the Presidential Award for Excellence in Mathematics and Science Teaching.

"I am extremely humbled to be named the Civil Air Patrol Aerospace Education Teacher of the Year," said Tucker, who was unable to attend the annual conference because she was awaiting the birth of her daughter, Teagan. "This award means so much to me, as it is directly related to my aviation fascination, which is something I promote at every opportunity possible.

"I have personally seen the results of the power of teaching using aerospace and am a huge advocate for the positive difference it makes in the attitudes and academics of my students. This award represents more validation for what I do every day."

F. WARD REILLY LEADERSHIP AWARD

Hands-on experience with both the senior and cadet sides of CAP helped Maj. Phyllis A. Sutton lead the Texas Wing's Frisco Cadet Squadron to win this year's Squadron of Distinction, garnering the F. Ward Reilly Leadership Award for herself. Armed with experience as the deputy

commander for seniors in another Texas squadron and as director of cadet programs for the Texas Wing, Sutton helped charter the Frisco squadron two years ago. Starting with the minimum number of cadets, she nurtured membership growth in the unit to more than 70.

She began with a vision: "My chief reason for chartering a new cadet squadron was to create an environment in the city of Frisco where cadets and the seniors supporting them could both excel and serve the community." Today that vision is being realized, with the squadron excelling in performing CAP's three primary missions — emergency services, cadet programs and aerospace education — as its members steadily advance in rank and skills through their

participation in numerous national cadet special activities, including Hawk Mountain Ranger School in Pennsylvania, International Air Cadet Exchange around the globe and National Blue Beret in Wisconsin.

With the benefit of Sutton's encouraging leadership style and knowledge gleaned from her experiences as a cadet in both CAP and Junior Air Force ROTC, the squadron is highly visible in most major city events. Activities include leading the Frisco Community Parade, displaying a stadium-sized U.S. flag for the NCAA Division Football Championship Subdivision title game and supporting Veterans Day ceremonies and Wreaths Across America activities. In addition, the squadron's color guard team represented the Texas Wing and the Southwest Region at CAP's National

Cadet Competition.

A veteran of the U.S. Air Force, Sutton is respected for her service and her adherence to instilling military customs and courtesies. Cadets she has mentored can be found serving in all five branches of the armed forces, as students at several U.S. military academies and as citizen volunteers.



Maj. Phyllis A. Sutton, right, is honored with the F. Ward Reilly Leadership Award for her command of the Texas Wing's Frisco Cadet Squadron. The award is named for the late brigadier general who served as chairman of the CAP National Board.

AFNORTH COMMANDER'S AWARD

This prestigious award went to four members of the Mississippi Wing's Olive Branch Composite Squadron for Search and Rescue Mission #10-M-0316.

Lt. Col. Robert Smalley Jr., Capt. Bryan K. Hulen and Paul O. Kloehn and 1st Lt. Mark A. Jonson responded to the Air Force Rescue Coordination Center's call for assistance in May 2010.

During their first sortie, Hulen as pilot, Kloehn as mission scanner and Smalley as mission observer supported local emergency management agencies with aerial video and photographs, recording flooding measuring close to 5 feet in the city of Millington, Tenn., at the nearby Naval Support Activity Mid-South. The area, threatened by a possible chemical release, had been evacuated, so compiling information on the damage was critical. Despite active tornado watches, the CAP crew safely and expeditiously delivered thorough reconnaissance.

A second sortie was conducted the following day, this time involving Smalley as pilot, Kloehn as mission scanner and Jonson as mission observer. They resurveyed the flood areas but also assessed the status of major roads and a nearby rail bridge, infrastructure of vital importance.

"It was truly a team effort," said U.S. Air Force Maj. Gen. Garry C. Dean, then-commander of 1st Air Force and the Continental U.S. North American Aerospace Defense Command Region, who presented the award. "Accounting for everybody, bringing order out of chaos ... that's what you guys do."



U.S. Air Force Maj. Gen. Garry C. Dean, center, poses for a photo with, from left, Mississippi Wing Commander Col. Carlton R. Sumner, Capt. Bryan K. Hulen, Lt. Col. Robert Smalley Jr. and 1st Lt. Mark A. Jonson, who were honored for the wing's response to flooding at a military installation near Memphis, Tenn., in 2010.

Photo by Susan Schneider, CAP National Headquarters

In cooperation with the U.S. Navy, U.S. Coast Guard and city and county officials, these CAP aircrews' efforts proved to be of maximum importance to the Navy

Millington Emergency Operations Center in understanding the damage to facilities and equipment and in accounting for all assigned personnel. In the process, the four CAP members proved both the effectiveness of the National Incident Command System and the competence of CAP.

"Everything that CAP does for this homeland is excellent," Dean said. "You represent everything that is great and good about our country." ▲

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‘We were ready’

Wing training helps aircrews respond quickly to rare – and deadly – Massachusetts tornadoes

By Jennifer S. Kornegay



Photo by Maj. Jerry Vinokur, Massachusetts Wing

Massachusetts is no stranger to severe weather and the havoc it can wreak. The state experiences its share of floods and has felt the wrath of hurricanes on occasion, too.

But tornadoes — the twisting, tearing phenomena that frequently ravage the South and Midwest — rarely make an appearance in the Bay State. Even so, a storm front that struck Massachusetts on June 1 brought with it three tornadoes, one major and two smaller, with winds of up to 150 mph that blew across heavily populated western Massachusetts, leaving a wide path of damage in their wakes.

Four people were killed, and more than 300 homes in 19 communities were destroyed.

Despite the unfamiliar situation, Civil Air Patrol’s Massachusetts Wing was ready and able to almost instantly respond to the Massachusetts Emergency Management Agency’s request for assistance in the hours and days after the event, said the wing’s commander, Col. Bill Meskill.

“Although tornadoes are rare, we have other disasters

One of three rare Massachusetts tornadoes ravaged Southbridge Municipal Airport. The white specks in the trees in this CAP photo are actually airplanes.

that require quick response, so we are used to acting fast,” Meskill said. “We have a good solid memorandum of agreement in place with MEMA, and we train to do this a lot, so we were ready.”

Gov. Deval Patrick declared a state of emergency, and Massachusetts Wing headquarters received a request asking CAP to fly aerial photo missions over the hardest-hit areas. During two sorties, CAP collected several hundred geotagged photos for MEMA.

Maj. Derrell Lipman, who served as incident commander for the mission, explained the value of CAP’s involvement in the recovery efforts.

“We were contacted at 7:35 on the evening after the tornadoes had gone through, and three minutes later we had someone en route to MEMA, and we maintained a CAP presence there until they released us a few days later,” Lipman said.

The wing’s aerial photos showed the storm track,

pinpointing exactly where the damage was. “Using aerial photos is the fastest, easiest way to get an overview of the affected area,” he said. “In some areas, there was such substantial devastation, it was painful to look at the photos.”

He discussed how he and others on the mission kept their minds on the task at hand. “We do a lot of training for this type of thing, so when I’m in a mission, I fall back on the training,” Lipman said. “It lets me step back a bit and not get personally involved and just do what I need to do; it’s the same for other CAP members.”

The CAP photos fulfilled their purpose and made MEMA’s response to the storm damage that much more efficient. “MEMA was very pleased with our pictures,” Meskill said. “They were used to brief the governor.”

After the photo missions were complete, CAP was called on once again, this time by the National Weather Service. As they were flown over the storm’s track in a CAP plane, NWS meteorologists were able to confirm their suspicions that three separate tornadoes had touched down. They determined that the first, most powerful twister hit the town of Westfield and reached a wind speed of more than 150 mph.

The data collected by the NWS helped determine what kind of federal disaster relief and response the affected areas got. “It was really interesting to learn from the NWS folks what they do and how they do it,” Meskill said.

“We learned that in Tornado Alley, it is common for the NWS to work with CAP, but they’d never done this in New England before. I’m proud that we could assist them.”

Even after all the work involved in carrying out the photo sorties and meeting the needs of the NWS, some



Tornadoes, which are rare in Massachusetts, created a wide path of destruction on June 1 with winds exceeding 150 mph. Here, Westover Composite Squadron cadets help clean up debris.

CAP members went a step further, volunteering to aid in neighborhood clean-up activities.

“One of our squadrons was located right near the major damage areas, so they requested and got permission to do some hands-on disaster relief; a few other squadrons pitched in, too,” Meskill said. “This just shows the kind of members

CAP is blessed to have. They are there to support their community, state and nation above and beyond the mission requested by the state.”

And CAP’s job was still not done. In the weeks after the storm, the Massachusetts Wing partnered with the U.S. Army Corps of Engineers to fly missions for post-damage assessments to determine and control the long-term effects of the storm.

“Hundreds of acres of forest were turned into firewood, and we are concerned about future rain and snowmelt and how the downed trees will affect drainage in river basins,” Meskill said. “So our work goes on, but we’re here and happy to do it.” ▲

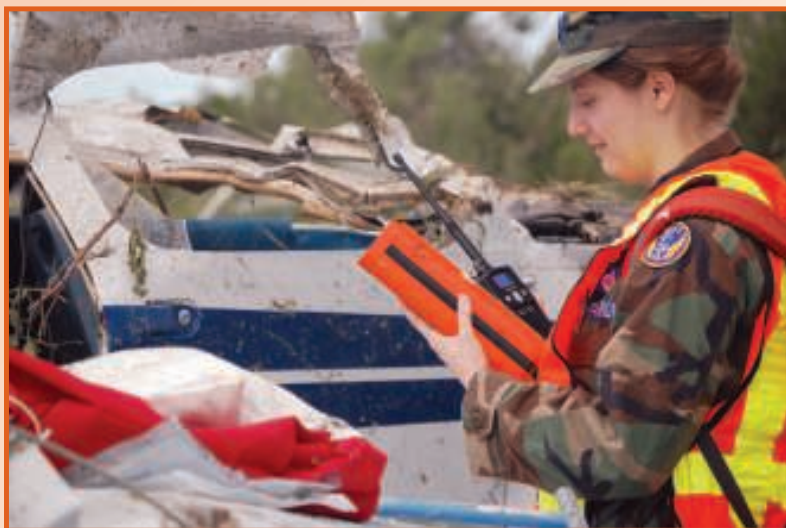


Photo by Maj. Jerry Vinokur, Massachusetts Wing

First Lt. Jessica Lowell of Hanscom Composite Squadron silences one of many electronic locator transmitters activated at Southbridge Municipal Airport when aircraft were damaged by a tornado that struck the area.

2011 National Cadet Competition

PACIFIC REGION COLOR GUARD, SOUTHEAST REGION DRILL TEAM TAKE HOME TOP HONORS

By Capt. Jeri Gonwa

Sixteen drill and color guard teams representing Civil Air Patrol's eight regions met at Wright State University in Dayton, Ohio, for the National Cadet Competition in mid-June. Competing in events such as standard, outdoor and innovative drill, inspection, mile run, written exam and quiz bowl, 152 cadets challenged themselves both as individuals and as a team.

U.S. Air Force Brig. Gen. Dwight Creasey, staff judge advocate, Headquarters Air Force Materiel Command, Wright-Patterson Air Force Base, was the guest of honor at the awards banquet, where the winners were announced following four days of competition.

Thunderous applause and standing ovations erupted for the teams that took top honors. The Pacific Region Color Guard from California finished first in color guard competition. Three first-place awards in the various events, along with one second-place win, gave the team a competitive edge. Second place went to the North Central Region; the Great Lakes Region placed third.

In drill team competition, Southeast Region cadets from the Dr. Cesario Rosa-Nieves

Cadet Squadron in Carolina, Puerto Rico, were awarded first place for their outstanding performance, with four category wins and two second-place performances. Second-place honors went to the Middle East Region, while the Pacific Region finished third.

Learning from the Past, Facing the Challenge

Then-CAP National Commander Maj. Gen. Amy S.



The victorious Southeast Region Drill Team from Puerto Rico strikes a winning pose with then-CAP National Vice Commander Brig. Gen. Charles L. Carr Jr. and U.S. Air Force Brig. Gen. Dwight Creasey, guest of honor for the 2011 National Cadet Competition awards banquet. Drill team members, from left, are Cadet Chief Master Sgt. Orlando Rohena, Cadet Senior Airman Oscar R. Rivera, Cadet Capt. Jesmar Nieves, Cadet 2nd Lt. Gerardo Sanchez, Cadet Capts. Hector Ramos and Samuel Estrada, Cadet 2nd Lt. Estigward Santana, Cadet Maj. Edgar O. Negron and Angel R. Valle, Cadet Lt. Col. Hector J. Rodriguez, Cadet Capts. Juan Salazar and Alexander Galarza and Cadet Lt. Cols. Felix J. Davila and Michael Estrada.

Photo by Maj. James Kalemis, Great Lakes Region

Courter offered the cadets some advice.

“Competition is not just about competing against the other teams,” Courter said, “but about competing against yourself.” She went on to explain that setting goals is how cadets will improve, by always pushing themselves to the next level.

“You are all winners just by being here,” she told them. “It is your opportunity to challenge yourselves.”

“Perhaps the greatest challenge was met by the Puerto Rico Wing’s cadets, whose biggest obstacle was overcoming a language barrier they worked to improve throughout the year,” said U.S. Air Force Staff Sgt. Ismael J. Rodriguez, senior escort for the team. “I liked seeing the cadets reach their goal. First place feels really good.”

One Big and Uncommon Challenge

Anyone who has ever prepared for a national drill or color guard competition knows the challenges, and one of them is logistics. It’s uncommon to have a drill team composed of cadets from just one squadron, but it’s even

Pacific Region cadets who won the color guard competition gather for a championship photo with Carr and Creasey. Cadets on the winning color guard team, all from California Wing’s Skyhawks Composite Squadron, are, from left, Cadet Master Sgt. Joseph Heo, Cadet Tech. Sgt. Corbin White, Cadet Chief Master Sgts. Nicholas Chun and Sean Wollaston and Cadet Tech. Sgt. J. Russell Console.



Cadet Chief Master Sgt. Megan Bassett of the Maryland Wing, commander of the Middle East Region Color Guard, takes her written exam during the 2011 National Cadet Competition.

Outside the classroom, Bassett excelled in the mile run, recording the best time – 6 minutes, 39 seconds – of all females in the competition.

Photo by Maj. James Kalemis, Great Lakes Region

rarer for a region to be represented by both a drill team and a color guard team from the same unit. All the members of the Rocky Mountain Region Drill Team and Color Guard were from the Thompson Valley Composite Squadron in Fort Collins, Colo.

“It’s great to be all from the same squadron,” said Cadet Tech. Sgt. Jonah Moss, a drill team member. “We know each other, so we practiced better together. This is our first time at the national competition, and no matter if we win or not, we want the experience so we can come back better next year.”

The Colorado teams didn’t leave empty-handed on their first attempt at

NCC. The color guard and drill team both took second place in the written exam.

The Challenge Met

Teams that did not win top national honors were still enamored with their NCC experience.

“It is my firm belief that being on the drill team is what has made all of us who and what we are,” said Cadet Senior Master Sgt. Mercer Martin of the Youngstown ARS Composite Squadron in Vienna,



Photo by Maj. James Kalemis, Great Lakes Region



Cadet Senior Master Sgt. Jesenia Silva of the Florida Wing holds the U.S. flag during the 2011 National Cadet Competition in Dayton, Ohio. A member of the Southeast Region Color Guard, Silva and her teammates took first-place honors in standard drill during the competition.

Ohio, representing the Great Lakes Region. "There's a certain level of knowledge and initiative that has to be learned in order to participate in cadet competitions. Because of this, every participating cadet learns more, does more and performs at a level that most other cadets do not have the opportunity to achieve."

Martin summed it up best: "I believe every cadet in Civil Air Patrol should aspire to the level of National Cadet Competition, because it is the core example of inspiration, leadership, professionalism, attitude, etiquette, enthusiasm, dedication and magnificence in all cadets," he said. ▲

Cadet Capt. Ryan Melody of the New Jersey Wing, a member of the Northeast Region Drill Team, runs a mile, one of seven events making up the competition. Others included standard drill, innovative drill, inspection, volleyball, a written exam and quiz bowl.

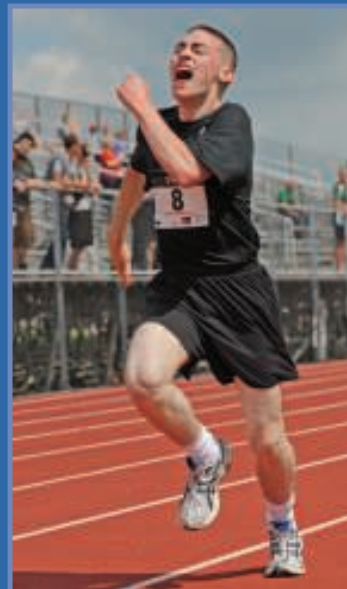


Photo by Capt. Paul Creed III, Ohio Wing

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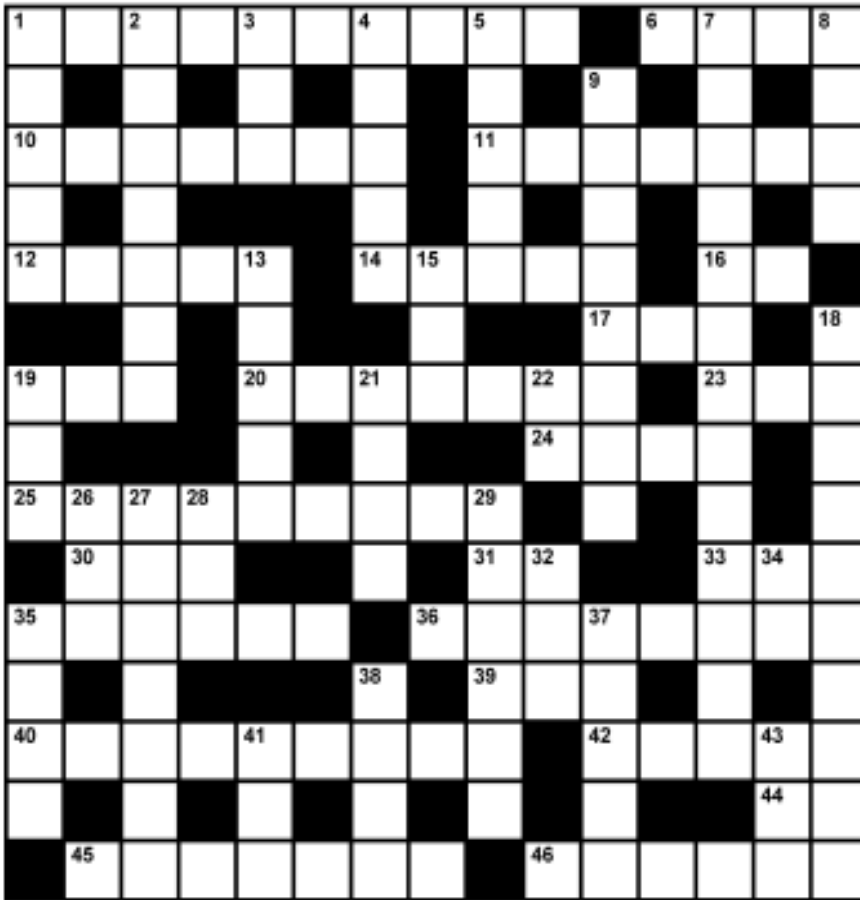
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Civil Air Patrol Crossword

Crossword by Myles Mellor
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Answers on page 51



Down

- 1 Makers of the Meridian and the Matrix planes
- 2 Award given to cadets who pass the command phase
- 3 ____ Stevens Anchorage Airport
- 4 Goes up
- 5 First national commander of CAP
- 7 One of the courses in CAP's aerospace education program (2 words)
- 8 Direction
- 9 The current CAP cadet program was designed by John V. "Jack" _____
- 13 UH-60 Black ____ : CAP cadets may take orientation flights on these
- 15 Track
- 18 National Cadet Competition ribbon (2 words)
- 19 Military rank, for short
- 21 Thames river, at Oxford
- 22 Trademark, for short
- 26 Rowboat equipment
- 27 Catch sight of
- 28 French for island
- 29 Calm
- 32 Strategic Air Command, for short
- 34 Popular
- 35 Unidentified flying aircraft (slang)
- 37 In position
- 38 DEA agent
- 41 CAP's program which is similar to the Junior ROTC program
- 43 Watch closely

Across

- 1 Island where there is a CAP wing (2 words)
- 6 "____ Good Men" (2 words)
- 10 Ceremonial processions
- 11 Beginners
- 12 First cadet to earn the Carl A. Spaatz Award, Douglas ____
- 14 Design of a uniform, for example
- 16 Height, for short
- 17 Fishing equipment
- 19 Omitted
- 20 Orville and Wilbur
- 23 Expert flyer
- 24 De Havilland Gypsy ____
- 25 One of the specialty tracks for senior members
- 30 Complete
- 31 Dot the I's and cross the ____
- 33 Military address
- 35 Describes a mission, e.g.
- 36 First phase of the cadet program
- 39 Top flier
- 40 ____ GA8 Airvan
- 42 Where the Coast Guard works (2 words)
- 44 Annual period for short
- 45 One of CAP's core values
- 46 Biked

Cadets get to work at one of the largest, most prestigious air shows in the world

By Maj. Steven Solomon

Photo by Capt. Daren Jaeger, Texas Wing



Cadet Maj. Ehren Rauch participates in one of Blue Beret's activities for cadets, building wing ribs.

It's hard to ignore the popularity of the Experimental Aircraft Association's annual AirVenture in Oshkosh, Wis. A whopping 541,000 visitors from 68 countries attended this year, drawn to the daily air shows, forums, workshops and demonstrations.

Contributing to the success of AirVenture are the cadets who participate in Civil Air Patrol's national cadet special activity, National Blue Beret, held July 19 to Aug. 1. It's one of the most popular of CAP's 34 summer activities.

"AirVenture and NBB afford us the opportunity to put the youth of today in touch with the greatest aviators in the world, let them see the newest technological innovations and touch the past by hearing the history of aviation from the people who lived it," said Lt. Col. James D. Peace, NBB activity director.

Peace described NBB as a partnership between CAP and EAA, enabling cadets to train in emergency services, learn about aerospace and provide support for AirVenture.

Each cadet worked in several areas, including the flight line and exhibits. The training included techniques of aircraft marshaling and electronic direction finding.

"We had four main duty stations," said Cadet Lt. Col. Piper Morgan of Edmond, Okla., cadet commander at the activity. She listed them: "The flight line, where cadets

lined the taxiways to direct inbound and outbound taxing aircraft; providing assistance with the vintage military warbird flight line; searching the airport for active electronic locator transmitters and overdue aircraft; and supporting flight line operations in the ultra-light/rotorcraft areas.”

AirVenture, formerly known as the EAA Fly-In Convention, started in 1953 as part of the Milwaukee Air Pageant. CAP has been involved since the 1970s. This year 137 CAP cadets and 44 senior members from 43 wings participated, traveling from as far away as Puerto Rico.

“I saw a bunch of individuals from all corners of our country turn into one finely tuned and efficient team, ready for anything that was thrown at them,” said 1st Lt. Mark Ginnard, an NBB staff member. “You would be amazed every day at what our CAP cadets are capable of.”

The selection process, NBB Public Affairs Officer Capt. Daren Jaeger said, begins every December and continues over the following six months, when 800 CAP members apply for the honor of serving in one of only 175 NBB slots at AirVenture. Many of the participating CAP members are also EAA members, Jaeger said.

EAA recorded more than 10,000 aircraft arriving at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin for the event. CAP was responsible for finding any emergency locator transmitters that were mistakenly activated, as well as recording the tail numbers of all incoming airplanes in the event an aircraft was overdue.

Cadets were also able to meet and talk for about an hour to retired U.S. Air Force Lt. Col. Dick Rutan, the heavily decorated Vietnam War fighter pilot who flew



Photo by Cadet Capt. Alex Lewallen, California Wing

the Voyager aircraft nonstop around the world with co-pilot Jeana Yeager in December 1986.

“My hope for the cadets is the experience will inspire new dreams, give them options for their future and provide input necessary for each and every one of them to shape their lives,” Peace said. ▲

“My hope for the cadets is the experience will inspire new dreams, give them options for their future and provide input necessary for each and every one of them to shape their lives,” Peace said. ▲

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Photo by Cadet 2nd Lt. Lorene Parker, Washington Wing



Lt. Col. James D. Peace, National Blue Beret activity director, center, greets Doreen Welsh, flight attendant, and Jeffrey B. Skiles, first officer from U.S. Airways Flight 1549, known as the Miracle on the Hudson.

CAP ambassadors see the world

By Jennifer S. Kornegay

For 17-year-old Cadet Maj. William E. McLaughlin, a member of the Offutt Composite Squadron in Omaha, Neb., participation in CAP's annual International Air Cadet Exchange program was an opportunity to both give and receive. He gained deeper knowledge of the country he visited, and in return he shared his ideas and presented a positive face for CAP and the United States.

"I hope that the Czech Republic as well as the cadets of Hong Kong and the United Kingdom who were there with me have seen a good image of Civil Air Patrol and the United States through my conduct and behavior these past two weeks," McLaughlin said. "I also hope I left them with ideas they can use in their aerospace programs in their home countries."

This exchange of cultural understanding and

information, as well as the promotion of international cooperation, is a hallmark of IACE and precisely what the program works to foster. Conducted by the International Air Cadet Exchange Association, a league of 19 air cadet organizations, IACE has drawn CAP cadet participation since 1948.

This summer, 58 CAP cadets from 22 states and Puerto Rico along with 17 senior member escorts visited 16 countries and used their common interest in flying and all things aerospace to forge friendships and expand their horizons. The Czech Republic is new to the program for 2011; this year two U.S. cadets also traveled to the Philippines for the first time in more than a decade.

Lt. Col. Bev Scoggins, CAP's director of plans and programs for the Pacific Region, is also IACE director. She has been with IACE for almost 20 years and knows how exciting and educational the program is.

"For many of our U.S. cadets, this is a huge trip, and this may be their first trip anywhere," Scoggins said. "IACE gives our cadets the opportunity to see parts of the world they may never have the chance to go to

Photo courtesy of Carmel Horowitz, Israel Air Force



Judging from the smile on their faces, the mud spa at Ein Gedi next to the Dead Sea in Israel is a fun experience! Enjoying the spa treatment are, from left, Cadet Capt. Ryan Tweedt, Iowa Wing; Cadet Capt. Nathan Hassett, Arkansas Wing; Dean, an Israeli medic; Sky Lau of Hong Kong; Jon Camus-Smith of the United Kingdom; Kirill Lissovskiy of Canada; and Edco Yip of Hong Kong. Seated in the mud is Alwin Hartman of the Netherlands.

again, or even if they do travel later in life, these may not be places they would choose to go to for vacation. Like Ghana; that is a real eye-opening adventure. IACE is opening a small door to a big world for them.”

IACE also makes a big, and often perception-changing, impression on the international cadets, as Scoggins explained. “Some of the internationals don’t arrive with the best impression of the United States, but they go home feeling like they not only have friends here, but also a real family,” she said. “They leave with a much better impression, and they take that home and spread it around.”

Ismail Ulku, 19, an IACE cadet from Turkey, proves Scoggins’ point. “I believe the movies are teaching people very wrong ideas about American culture,” he said. “It’s always said that American society is an individual society. My host family broke down this idea. They were really kind and helpful to me and to one another. I’ll never forget these people. They were the best part of my trip.”

Ulku believes he left behind a bit of Turkey, too. “I tried to share the Turkish culture with everyone,” he said. “I think I succeeded. Many learned where Turkey is geographically and how the Turkish people live.”

In addition to spending time with their host families in states across the country, the international cadets spend several days in Washington, D.C. “This year, we did tours of the Pentagon and the State Department,” Scoggins said.

IACE cadets bring home some practical knowledge, too. McLaughlin pointed to the interesting things he discovered about the Czech Air Force.



Photo by Lt. Col. Charles West, California Wing

Lt. Col. Randy Petyak of the Virginia Wing, escort, and Cadet Maj. William E. McLaughlin of the Nebraska Wing pose at Hilton Crystal City in Arlington, Va., before leaving for the Czech Republic.

“While the U.S. Air Force has many different types of aircraft, personnel and bases all over the world, the Czech Air Force has only three airbases, very few combat aircraft (which are leased out to them by the Swedish Air Force) and a fraction of the personnel that the USAF has,” he said.

“Going on IACE to Israel provided the best of all intercultural opportunities. We experienced modern Israeli culture in most homes, saw thousands of years of history through Israel’s remarkable archeological sites, learned firsthand about current Middle East military and politics and made lasting friends

from seven different countries,” said Chaplain Lt. Col. Charlie Sattgast, an escort from the Oregon Wing. Scoggins said the realization that while we

are different, we are also alike in many ways has the most lasting impact on IACE cadets.

“The most important thing they learn is that young adults are very much the same all around the world. They listen to the same music and have the same hopes and concerns. Even if you speak a different language or live somewhere across the globe, you still have a common bond with other people,” she said. ▲



Photo by Lt. Col. Charles West, California Wing

Representatives from 12 international air cadet organizations pose in front of the American eagle statue in the U.S. Department of State courtyard.

Background: IACE cadets witnessed this breathtaking sunrise over the Dead Sea from Masada.

Photo courtesy of Carmel Horowitz, Israel Air Force

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Fact or Fiction?

Bestselling Author's CAP Connections Led to Latest Novel

By Lt. Col. Paul Cianciolo

The year is 2013, and murderous bands of militiamen are roaming the western United States, attacking government agencies. A homegrown insurgency is under way.

U.S. Air Force Lt. Gen. Patrick McLanahan, also a Civil Air Patrol volunteer, vows to take to the skies to join the fight, but when his son, Bradley, signs up as well, they find themselves caught in a deadly game against a shady opponent.

Dedicated to the volunteers of CAP, *A Time for Patriots* delves into the inner workings of America's volunteer force of citizens serving their communities. The novel is based on a fictional CAP squadron at an equally fictional joint airbase in Battle Mountain, Nev. Most of the main characters are CAP members — both cadet and senior.

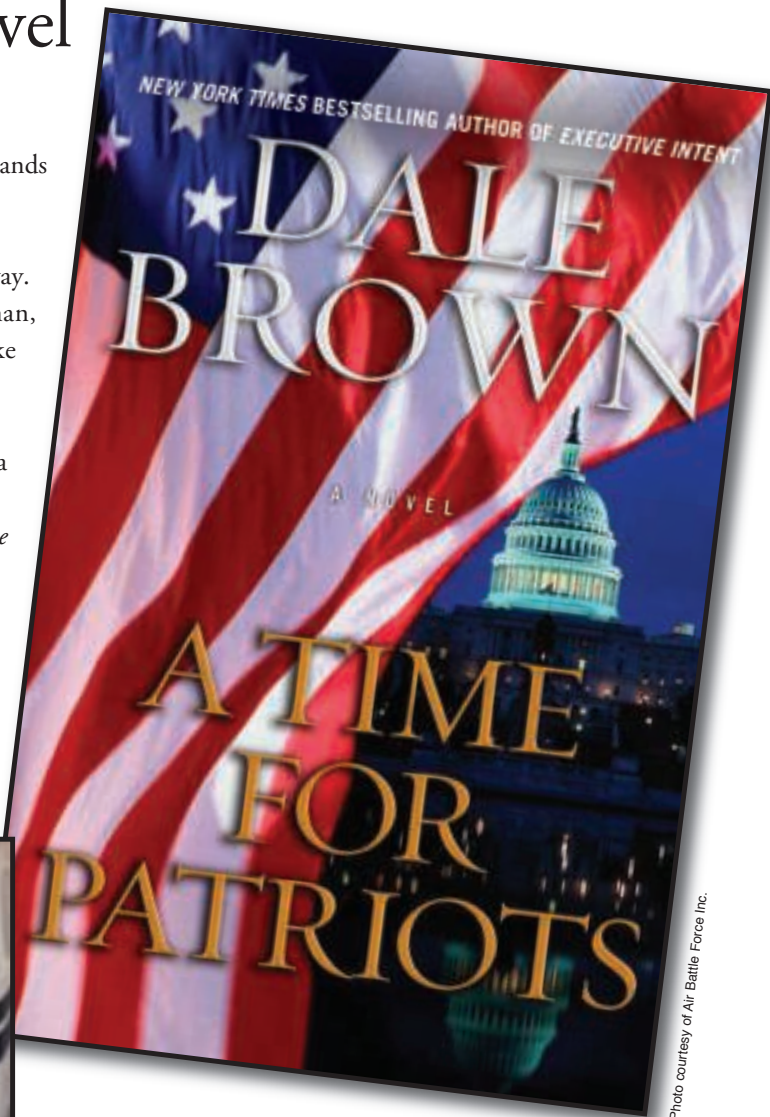


Photo courtesy of Air Battle Force Inc.

This is the book cover of *A Time for Patriots*, bestselling author and Civil Air Patrol Capt. Dale Brown's latest thriller. Brown, left, is a member of the Nevada Wing's Douglas County Composite Squadron and a mission pilot for CAP.

In the book, bestselling author Capt. Dale Brown explores the terrifying possibility of the collapse of the American way of life.

Brown portrays a future where the stock markets crash and the economy is crippled by a recession, prompting the president to order a series of massive tax cuts and wipe out entire cabinet-level departments to reduce government spending. With the National Guard incapacitated, communities are forced to arm themselves and band together for survival.

And during this crisis, a group of citizen volunteers rises to the task of protecting their fellow countrymen.

Fact Behind the Fiction

Since 1941, Civil Air Patrol has been playing a critical role protecting the homeland — chasing German U-boats off the East Coast, searching for missing aircraft, photographing damage after natural disasters, reporting crops of illegal narcotics, serving as mock targets for the military or simply instilling a sense of patriotic duty in America's youth through its cadet programs.

CAP is an organization built on the knowledge and experience of its diverse membership. Its volunteer members come from all walks of life, including Brown, a member of the Nevada Wing's Douglas County Composite Squadron and the author of *A Time for Patriots*.

"The wide range of emergency services CAP volunteers provide is what got me interested in Civil Air Patrol," Brown said. "The more I learned, especially with cadets, the more I wanted to do the novel."

"The extensive background and skill levels of my fellow squadron mates are astounding. The flying is as challenging as it is fun and rewarding. The work to stay proficient reminds me very much of flying in the Air Force, but so does the camaraderie and the special sense of doing a good job for your community and country."

Master of the Modern Thriller

Brown is the author of numerous bestselling novels, starting with *Flight of the Old Dog* in 1987. A former

U.S. Air Force captain, he flew the B-52 Stratofortress and FB-111 Aardvark strategic bombers. He is now a mission pilot for CAP.

"I always wanted to do two things since I was a kid: fly and write. I took flying lessons when I was 15 (but didn't get my license until I was 30), and I freelanced and wrote for a whole variety of newspapers and magazines over the years," said Brown. "I started *Flight of the Old Dog* in 1983 but didn't actually sell it until 1986, and even then I never believed I'd make a living at it."

Brown learned about CAP after seeing the massive presence of uniformed volunteers at Nevada's Minden-Tahoe Airport in 2007 during the search for famed aviator Steve Fossett.

"The members convinced me that the best way to learn was to join, and so I did," Brown said. "They were right! Not only did I learn a lot about CAP, but I realized how much important work they do and how much I enjoy flying for them."

"Dale is the consummate CAP volunteer," said Maj. Brad Spires, commander of the Douglas County squadron. "Since he joined, his question has always been 'What's next?' He moved through mission pilot training rapidly and is now a fully qualified mountain flying mission pilot."

"His Air Force training in FB-111s has given him an excellent situational awareness in the cockpit," Spires said.

As a member, "The main thing I've learned is what a truly unique and valuable national asset CAP is," Brown said.

"CAP is the perfect way for anyone, not just pilots, to serve their community."

What's Next?

Brown continues to use his skills as a volunteer pilot and aircrew member, flying as many missions as he can to serve his community — both in emergency services and supporting CAP cadets. He eventually would like to create a high-tech CAP squadron flying unmanned craft and employing advanced sensors to expand the organization's emergency services mission capabilities. ▲

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Puzzle on page 43



SAFETY
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Great Lakes

Michigan Wing members locate stranded hikers

MICHIGAN – The Michigan Wing located a pair of lost hikers two days after they were reported missing in dense woods near Copper Lake, two miles from Lake Superior. An aircrew flying over the area found the 26-year-old woman and 24-year-old man after spotting rising smoke. CAP's role in the search was coordinated by Lt. Col. Rajesh Kothari, incident commander, of Sixgate Composite Squadron, who quickly launched three aircrews and five ground teams from across the state after the wing's involvement was authorized by the Air Force Rescue Coordination Center.

The last communications from the missing pair was two days after their hike began. When they didn't return to their vehicle as scheduled, Keweenaw County Sheriff Ron Lahti began a search. A Coast Guard helicopter and a CAP aircraft, coordinated by the air branch director for the search, Maj. Ken Clark of Bishop Airport Senior Squadron, completed several passes over the rugged three-by-10-mile target area. On CAP's fifth flight over the area, the aircrew — 2nd Lt. Jeff Burl and 1st Lt. Mike Roth, both of Copper Country Composite Squadron, and 1st Lt. Tamara Reed of Grand Rapids Senior Squadron — spotted a fire. A closer look revealed an individual trying to draw the aircrew's attention.

The crew remained aloft and directed ground teams. Reaching the hikers took 90 minutes because of the rugged terrain and the hikers' remote location. The pair was found in good condition, with no injuries. Col. Leo Burke, Michigan Wing commander, awarded the Search and Rescue Find Ribbon to everyone who contributed to the mission's success. >> 1st Lt. Carol Vinson



Photo by 2nd Lt. Richard Moore, Michigan Wing

Two of the ground team members – Cadet Tech. Sgt. McKenna Walford, who's adjusting a bandana to protect her face from scratches from the dense underbrush, and Cadet Chief Master Sgt. Marissa Moore – prepare to continue the search for the missing hikers. Both cadets are members of the 176th Selfridge Composite Squadron, of which Moore is cadet commander.

Middle East

Top CAP leader's visit thrills Middle East Region encampment cadets

MARYLAND – Cadets attending the Tri-Wing Encampment at Camp Fretterd Military Reservation were thrilled to welcome a special guest — then-Brig. Gen. Charles L. Carr Jr., at the time Civil Air Patrol's national vice commander and now the organization's national commander, holding the rank of major general. Carr observed a formation, ate with cadets during the evening meal, spoke to Regional Cadet Leadership School students and met with senior staff members.

Arriving at Camp Fretterd just as the day's closing formation began, Carr said he was pleased with the caliber of training he saw at the encampment, held jointly by the Maryland, Delaware and National Capital wings. Afterward, he ate dinner with several cadet basics. "I was really impressed by the questions they asked me," he said later. "They asked me about leadership and about a normal day in the life of a national vice commander." Cadet Senior Airman Jonathan Billigmeier of the Maryland Wing's Frederick Composite Squadron, said Carr "gave us good advice about leadership, and it was great to meet someone so important to Civil Air Patrol."

Following dinner, Carr spoke to the RCLS students about achieving their goals in life. "It was amazing for the general to take time out of his busy schedule just to talk to us," said Cadet Maj. Colleen Casey of the Maryland Wing's Annapolis Composite Squadron. "He inspired me to follow my dreams." >> Cadet Capt. Anne Sisk



Photo by Cadet Master Sgt. Jordan Anderson, Delaware Wing

Then-Brig. Gen. Charles L. Carr Jr., right, discusses leadership with cadet basics over dinner at the Tri-Wing Encampment at Camp Fretterd Military Reservation.

North Central

Airport's youth activity enables Iowa members to share CAP message

IOWA – Members of the Southwest Iowa Composite Squadron joined with the Iowa Aviation Promotion Group and local Experimental Aircraft Association members to help with Red Oak Municipal Airport's annual Youth Day Camp. Twenty-five area youth participants spent a Saturday morning learning about aviation and aviation-related careers. The four-hour day camp featured interactive lessons on preflight checks, aircraft maintenance, weather and Civil Air Patrol's aerospace education program.

CAP's presentations focused on the organization's rich history, with emphasis on aviation, emergency services and cadet programs. Squadron Commander Capt. Jason Erickson showed equipment CAP members use during a search and rescue exercise, both on the ground and in the air, and he demonstrated how the equipment works.

The participants also got to see the CAP Cessna 172 housed at Red Oak Municipal, which included a look at the equipment used to tow gliders. Senior Member David Paul, a local pilot and instructor at the airport, showed the day campers how to conduct preflight checks on an aircraft. The demonstrations included testing a fuel sample, making sure all the lights worked properly and checking to make sure no visible signs of damage were present. >> 1st Lt. Jessa Erickson



Photo by 1st Lt. Jessa Erickson, Iowa Wing

Capt. Jason Erickson, Southwest Iowa Composite Squadron commander, tells Youth Day Camp participants about Civil Air Patrol.

Northeast

Pennsylvania squadron assists Boy Scouts' Aviation Merit Badge efforts

PENNSYLVANIA – Members of Wayne Composite Squadron 201 pitched in to provide training to help local Boy Scouts qualify for their Aviation Merit Badges as part of a weekend Scouting camporee at Cherry Ridge Airport. In all, 14 members of the squadron helped conduct the training as part of their commitment to one of Civil Air Patrol's congressionally mandated core missions — aerospace education.

Along with employees of TML Aircraft Aviator Training Center, the Wayne Composite members staffed seven stations, each focusing on a different aspect of aircraft and aviation.



Photo by Capt. James A. Bruck, Pennsylvania Wing

First Lts. Bob Thorn, left, and Glenn Carman tell Scouts about aircraft power plants.

Under the CAP members' expert guidance, each participating Scout made a small glider, watched radio-controlled airplanes maneuver and joined in a simulated search for a downed aircraft. >> Capt. James A. Bruck

Pacific

Nevada cadet embraces new safety officer role

NEVADA – The ink on the newest version of Civil Air Patrol's safety directive was barely dry when Cadet Staff Sgt. Stephanie Lucia volunteered, and was selected, for the newly created position of cadet safety officer for the Las Vegas Composite Squadron. When her unit hosted a weekend of cadet orientation flights in both the Las Vegas squadron and the Jim Bridger Middle School Cadet Squadron, she presented several PowerPoint safety briefings under the mentorship of her unit's safety officer — her father, 1st Lt. Kenneth Lucia — along with demonstrations of the use of aviation safety equipment.

During preparations for the orientation rides, Lucia conducted research with her father into all the things that could go wrong before, during and after a ride. She then added them to an Operational Risk Management worksheet, determined the likelihood and severity of risks and established a risk level for each item. After coming up with control options to mitigate and manage that risk, the participants implemented and monitored them throughout the day.

Lucia has also been instrumental in helping identify the few Las Vegas Composite Squadron cadets who need to complete the Intro to CAP Safety Program for New Members, as well as ongoing monthly safety education training. >> 1st Lt. Kenneth Lucia

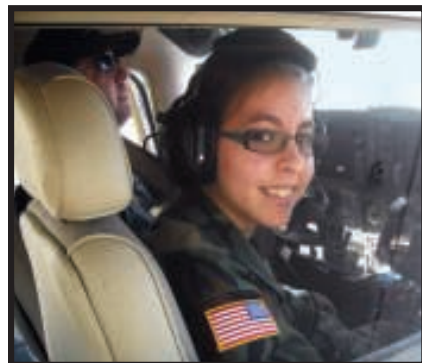


Photo by 1st Lt. Kenneth Lucia, Nevada Wing

Capt. Marcum Endicott of Clark County Senior Squadron, pilot, and Cadet Staff Sgt. Stephanie Lucia run through the preflight checklist before an orientation flight from North Las Vegas Airport.

Rocky Mountain

Cadets apply rocketry lessons to soda-bottle launches

MONTANA – Soft drink bottles and raw eggs combined with a bit of lift allowed Beartooth Composite Squadron cadets to put their model rocketry lessons into practice when they headed out to a Billings city park for a “splash off.” Pressurized with an air pump and using water for fuel, the cadet-assembled model rockets carried an “egg-o-naut” to an impressive height before the payload detached from the plastic-bottle projectile and floated gently to Earth by parachute.

The launches, held as part of Civil Air Patrol's model rocketry program for cadets, capped a series of Saturday afternoons devoted to learning about and building model rockets under the direction of Maj. Steven Heffel, the squadron's aerospace education officer and rocketry instructor. Even though the cadets satisfied the rocketry program's soda-bottle rocket launch requirement after their first launch, they were so enthusiastic about the activity that they stayed for two more hours. Sending their projectiles soaring again and again, they made small changes to their recovery system before each launch while also varying the amount of water and air in the pressure chamber. In all, they conducted about 15 launches.

“Although we did not have a clinometer to measure the altitude of the rockets at apogee,” Heffel said, “I think it is safe to say that several flights reached the 150- to 175-foot altitude range.” >> Capt. Bruce Kipp



Photo by 2nd Lt. Bonnie Kipp, Montana Wing

Cadet Senior Airman Eric Mitchell folds the parachute around his egg-o-naut in the payload carrier.

Southeast

Air Force simulators give Georgia cadets feel for flight

GEORGIA – Taking a few F-15 Eagles and B-2 bombers out for a spin from Las Vegas to the California coast's Catalina Island was a breeze for cadets from the Newnan-Coweta Cadet Squadron, thanks to the Mission Quest Flight School program's simulators at Warner Robins Air Force Base. The Mission Quest program, housed in Warner Robins' Museum of Aviation, is designed to enhance interest in navigation, flight planning and aircraft components, hand-eye coordination, full-sized simulation operation, communications, leadership and team-building.

Before the cadets could climb into the simulator cockpit for some hands-on flight training, they spent hours learning about aerodynamics, flight controls, navigation, avionics compass reading and flight planning. They also focused on the value of communication in the cockpit. As the cadets transformed into pilots and co-pilots, flying side-by-side, Mission Quest instructor Wayne Carley took on the mantle of air traffic control tower operator. The ensuing flights from Nevada to the Pacific Coast included a rendezvous with a flying tanker for midair refueling.

The updated, state-of-the-art simulator program allows those trying their hand at flying to soar anywhere in the world. The control tower is able to add all sorts of weather conditions, such as hurricane-force winds and snowstorms, and create night-flying conditions. The co-pilot and pilot share the controls, making teamwork a necessity for reaching their destination safely. The co-pilot is in charge of navigation, radio, radar, the speed break and landing gear, while the pilot controls direction, altitude and speed.

The most challenging aspect of flying the F-15 simulator, the cadets agreed, was nailing the landing.

>> 1st Lt. Laurence Rose



Wayne Carley, simulator coordinator for Mission Quest Flight School at Warner Robins Air Force Base, teaches cadets about planning flights.

Photo by 1st Lt. Laurence Rose, Georgia Wing

Southwest

New Mexico unit holds training in national forest

NEW MEXICO – Under five senior members' guidance, eight cadets from the Albuquerque Heights Composite Squadron participated in a field training exercise designed to strengthen their land navigation skills in preparation for an upcoming overnight training exercise. For the field exercise, held in the Cibola National Forest just east of Placitas, the cadets were given topographical maps and the latitude and longitude to locate three objectives, marked on trees with fluorescent flagging tape.

After getting their pace count — the number of steps it would take for them to cover 100 meters — they got their compass bearings and plotted a course to their objectives. Cadets were divided into two teams, each led by a senior member ground team leader. Team Bravo, led by 1st Lt. Dale R. Perry, found all three of its objectives, while Team Alpha, led by Senior Member Daniel C. Andraka, found two out of its three before returning to mission base because of time constraints.

Capt. Lloyd J. Voights, observer for Team Alpha, commended the cadets on a job well done. "They missed their objectives by only 200-300 meters, which is not bad for a group of mostly new cadets," Voights said. >> Lt. Col. Jay T. Tourtel



Cadet Airman Tyler J. Tourtel receives latitude and longitude coordinates to search for course objectives during the Albuquerque Heights Composite Squadron's Cibola National Forest field training exercise.

Photo by Lt. Col. Jay T. Tourtel, New Mexico Wing

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 May, June and July.

Lt. Col. Elton R. Humphreys	AZ
Lt. Col. Michael E. Madden	KS
Maj. Shirley A. Rodriguez	KS
Maj. Darlene A. Bentley	PA
Lt. Col. Walter J. Cornett	PA
Lt. Col. James A. Pierce	WV



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 from February through July.

Victoria L. Beck	AK
Jonathan R. Ernest	AL
Ryan D. Erskine	AL
Jacquelyn M. Taylor	AZ
Scott W. Giles	CA
Ngoc-Yen Tran	CA
Travis D. Graham	CO
Casey A. Martin	FL
Gaynair A. Perry	FL
Timothy J. Pollock	FL
Sasha Wheless	FL
Ruben D. Zapata	FL
James B. Curlee	GA
Robert Z. Frisch	GA
Michael Karsten	GA
Ryan D. Tatum	GA
Jonathan T. Lomborg	HI
Kathryn Brien	IL
Lee W. Bowen	IN
Timothy W. Breivogel	IN
Jacob A. Whitacre	IN
Nathaniel L. Chaverin	KS
Kaitlyn Fife	LA
Alexander A. Ortins	MA
Kathleen P. Crockett	MD
Todd P. O'Brien	MD



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 May, June and July.

Andrew J. Collins	CT
Joshua T. Hinson	FL
Casey E. Jago	FL
Julian R. Gluck	GA
Samuel F. Ramil	HI
Joshua Gordon Cuany	NC
Darin E. Mihalik	NY
Matthew W. Norman	TX
Evan B. Salisbury	TX

Robbert J. Olson	MD
Jillian D. Haskins	MI
Anamaria D. Gaitan	MO
James J. Beck	MT
Joshua G. Cuany	NC
Joseph L. Houston	NC
Sierra W. Larson	NC
Edmont Caffarra	NJ
Taylor A. Loving	NJ
Bryan J. Park	NJ
Nicole J. Crisp	NV
Patrick J. Argento	NY
Erica M. Culver	NY
Carissa M. Lackey	NY
Bronson E. McGee	NY
Mary K. Zielonka	NY
Joseph P. Spletzer	OH
Whitney A. Heer	OK
James G. Roberts	OK
Michael S. Sanders Jr.	OK
Heather A. Treanor	OR
Samantha L. Boettner	PA
Nicholas H. Cocco	PA
Kaela R. Jacobs	PA
Jordan E. Watson	PA
Jose M. Acevedo	PR
Michael Estrada	PR
Kevin M. Czajka	SC
Kaden Andre	TX
Lincoln Andre	TX
Michael A. Cartwright	TX
Mary C. Clark	TX
Kristopher M. Kerr	TX
Brandon G. Maso	TX
Matthew W. Norman	TX
Grant B. Taylor	UT
Arielle E. Weeks	UT
Joelah R. Brucocoleri	VA
Owen J. Clark	VA
Joseph L. Currall	WA



Paul E. Garber Award

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

Maj. Melvin G. Sheppard	AK
Maj. Edward F. Abbott	AZ
Lt. Col. Daniel F. Myers	AZ
Capt. Douglas S. Crawford	CA
Capt. Robert W. Harris	CA
Maj. Daniel L. Hough	CA
Lt. Col. Aaron W. Kahn	CA
Maj. David J. Reber	CA
Capt. Paul J. Saba	CA
Maj. Kenneth E. Chapman	CT
Maj. John W. Clark	FL
Lt. Col. Milton R. Kaletta	FL
Lt. Col. Raymond H. Rosenberg	FL
Lt. Col. Phillip Zedonek	FL
Lt. Col. David M. Mitchell	GA
Lt. Col. John W. Bradley	IL
Capt. Paul F. Bayless	KS
Capt. Lauri L. Emery	KS
Lt. Col. Duane B. Filkins	KS
Maj. Don R. Garrison	KY
Lt. Col. Don C. Morgan	KY
Maj. Mary Majella Morgan	KY
Maj. James D. Taylor	MA
Capt. David W. Dove	MD
Lt. Col. Rory P. Garnice	MD
Maj. Christopher M. Hiles	MD
Maj. Robert H. McCall	MD
Maj. John Fleming Reutemann III	MD
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