

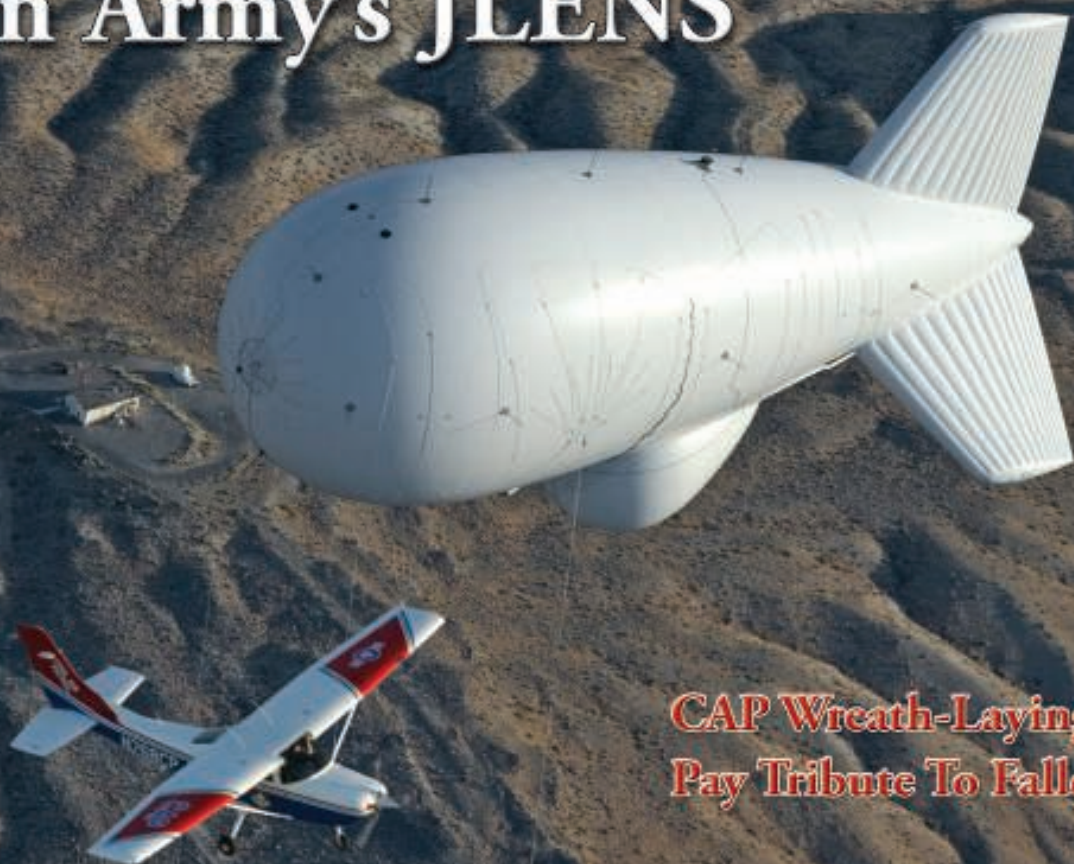
Civil Air Patrol

January-March 2012

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Utah Wing Focuses On Army's JLENS



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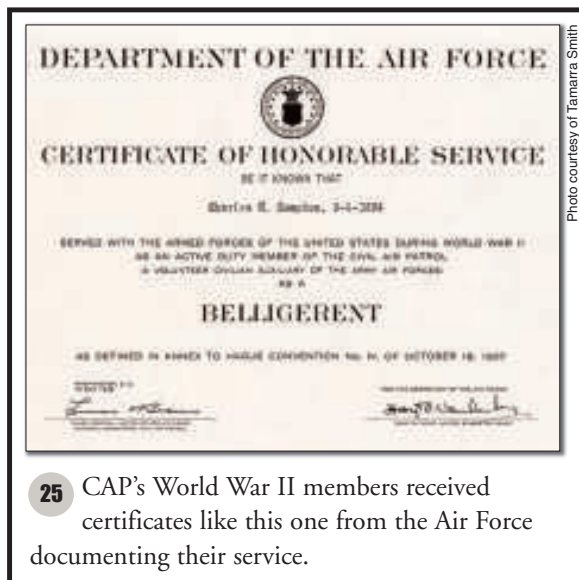
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ON OUR COVER

Civil Air Patrol's Utah Wing supported development testing of the U.S. Army's JLENS cruise missile defense system over western Utah in 2011, helping ensure the effectiveness of defense against low-altitude cruise missiles. Here, a Utah Wing flight crew orbits the elevated JLENS aerostat, designed to provide battlefield commanders with early detection of airborne threats. See story on page 10. *Photo by 2nd Lt. Roger Kehr, Utah Wing*

Civil Air Patrol Volunteer is oriented toward both internal (CAP) and external audiences. For that reason, it uses the Associated Press style for such things as military abbreviations. 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.

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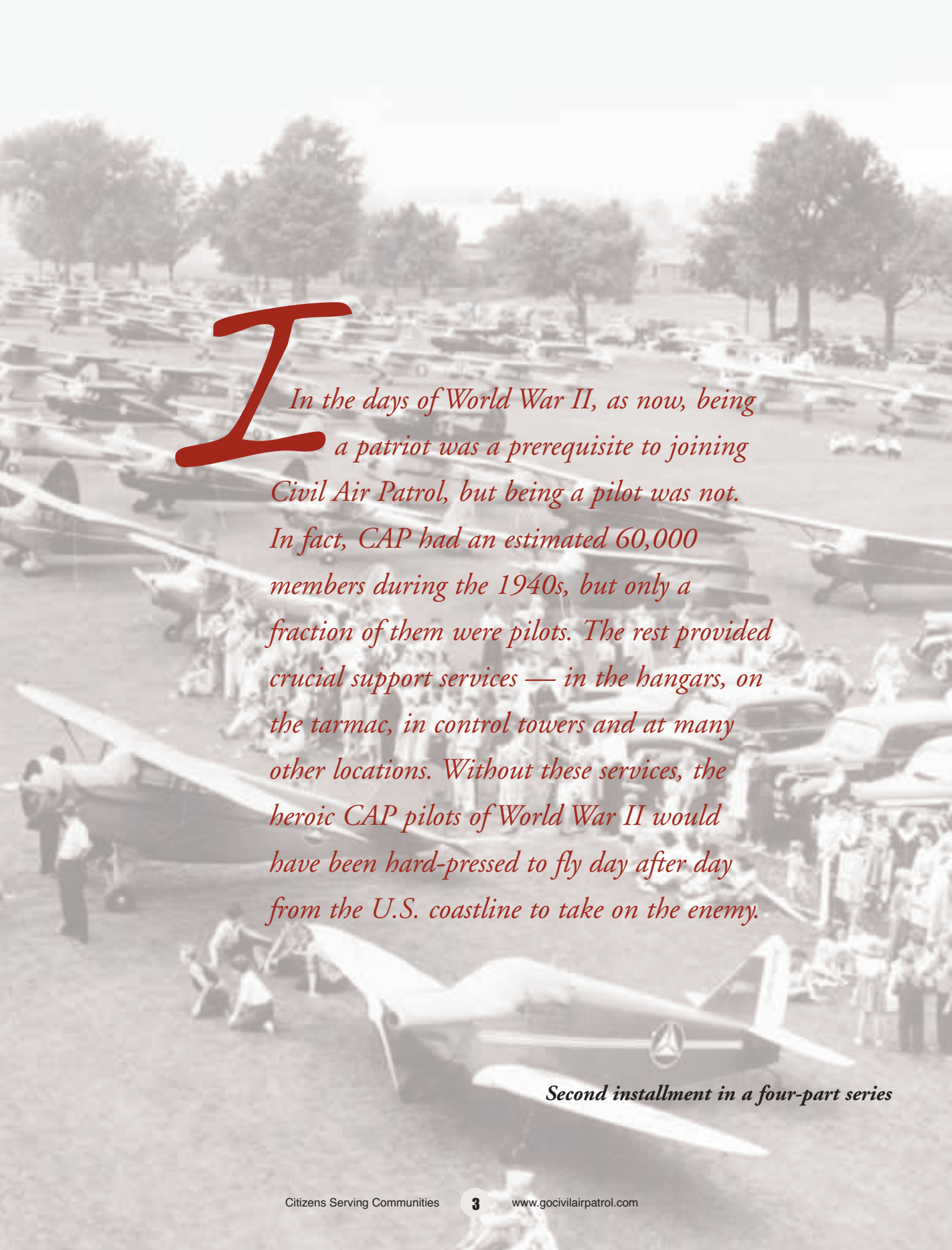


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I In the days of World War II, as now, being a patriot was a prerequisite to joining Civil Air Patrol, but being a pilot was not. In fact, CAP had an estimated 60,000 members during the 1940s, but only a fraction of them were pilots. The rest provided crucial support services — in the hangars, on the tarmac, in control towers and at many other locations. Without these services, the heroic CAP pilots of World War II would have been hard-pressed to fly day after day from the U.S. coastline to take on the enemy.

Second installment in a four-part series

World War II ground teams were wind beneath the wings of CAP pilots

By Kristi Carr

Julian H. Scott

Reliable planes were of paramount importance. Many used by CAP in the war effort came from private or commercial sources and were generally well-maintained. Once they were assigned to CAP, however, the organization became responsible for keeping them airworthy.

Enter the mechanics. One, Julian H. Scott, got his training at a government-sponsored trade school that taught aviation mechanics in his hometown of Athens, Ga. "One morning in the spring of 1942," he said, "we were all called together (and asked to go) to St. Simons Island, Ga., to start up a new Coastal Air Patrol location." This was the genesis of Coastal Patrol Base 6.

Scott continued, "Most of the men in our unit were either too young or too old to be drafted. We were responsible for maintaining privately owned planes leased by the government, I think, for \$1 per year. In most cases the planes were flown by their owners, mostly wealthy men from the Atlanta area, to search for enemy



Julian H. Scott served as a mechanic at Coastal Patrol Base 6. He helped maintain privately owned planes leased by the government for \$1.

ships and submarines." Once CAP had proven its worth in locating enemy vessels, the U.S. government temporarily granted CAP the authority to arm its planes, an authorization that ended with the war.

While still at the Coastal Patrol Base airport, Scott remembered a U.S. Army ordnance group living in tents, charged with installing bomb and depth-charge racks on the planes and loading and unloading the armaments. Depending on their size, the planes were equipped with racks to hold one or two 100-pound bombs.

CAP is credited with sinking two enemy submarines during World War II and with discouraging countless others.

Scott left CAP when he was called to active duty not long after he reached age 18; he served as a pilot with the U.S. Navy.

Dennis Soule

Meanwhile, at Coastal Patrol Base 19 in Portland, Maine, another mechanic's experiences illustrated the risks CAP volunteers faced even when staying close to home.

Dennis Soule functioned as both a mechanic and observer, and he had a close call when the landing gear of the Bellanca aircraft in which he was a passenger failed to deploy. As the pilot circled, Soule was forced to use a pocket knife to tear up the plane's floorboard to gain access to the gear. Lying upside down and hanging below the plane's floor, he was finally able to hand-crank the gear down, and the plane landed safely.

Steve Patti

Steve Patti, now 89, served double duty for CAP in Texas, where the country was vulnerable at the Gulf waters as well as its border with Mexico. An aviation mechanic, Patti and others from the Los Angeles area volunteered to establish a CAP unit, Coastal Patrol Base 12, at Brownsville, Texas, where subchasing would be a major activity. It was a remote outpost for a young man in his early 20s. The allowance was \$5 per day, and from that the CAP members were expected to pay for their own food, lodging, tools and any other necessities. Improvisation was a necessity for mechanics like Patti. They melted down scraps to make the lead weights needed to anchor towing antennas and went on the hunt for tractor-wheel bearings to serve as substitutes for airplane bearings, which were literally consumed by the sandy conditions.

Patti also found himself in Marfa, Texas, in Big Bend country. Here, he was asked to serve as an observer on flights along the Rio Grande, America's border with Mexico. Members of the

flight crew were charged with reporting all they saw; they were equipped with a Thompson submachine gun, a hunting knife and a clipboard. Among sights they reported back to the U.S. Army intelligence officer assigned to CAP were a man spotted tiptoeing through the shallow Rio Grande carrying his shoes and the license plate numbers of automobiles approaching the border from Mexico.

Once, Patti and others drove out to a downed border patrol plane, which they had to disassemble on the spot in order to get it back to the base.

Not long after arriving in Texas, Patti and his fellow CAP members were sworn in as Air Force reservists but returned to CAP service. In 1944, he received his induction notice and went back to California as an active-duty U.S. Army Air Forces member.



Steve Patti wears winter clothing issued by the Marfa Army Airfield.



Patti snapped this photo of what he called "six mechanics and one observer" from his World War II days in a Texas CAP unit.

Benjamin Dyner

Pennsylvanian Benjamin Dyner had been attending flying school at Somerton Airport near Philadelphia and was a member of a flying club when CAP came calling to recruit members less than a week after Pearl Harbor was attacked.

Dyner, 18 at the time, joined CAP on Dec. 12, 1941. Though flying was his passion, he held a commercial radio license and was proficient in Morse code, a skill he passed on to others. At first, he said, CAP

missions usually involved the ferrying of VIPs to New Jersey, Washington, D.C., or other nearby locations from the squadron's base in Blue Bell, Pa. But before long, he found himself at Coastal Patrol Base 17 in Riverhead, N.Y. He left CAP in late 1942 to enlist in the military.

In 1942 Benjamin Dyner, wearing his CAP uniform, checked out a plane at Wings Field, inset, which was home to his CAP squadron near Philadelphia.



Raley said of Dijeau, “If not for his contributions to training and qualifying CAP pilots during the early days of 1942, there may not have been a viable and successful Coastal Patrol capability in the Gulf of Mexico and Texas coast.”

Following World War II, Dijeau alternated working as a pilot and an electrician. Even now, in his late 90s, Dijeau continues to fly for pleasure and to serve as a CAP member. ▲

To read more about Steve Patti and to view

his extensive collection of vintage CAP photos, go to www.caphistory.org/museum_photo_gallery_patti.html.

Capt. Mary Story contributed to this story.

George Dijeau

Hailing from California, George Dijeau was a CAP pilot who for a time flew armed subchaser missions over the Caribbean and Gulf of Mexico during World War II, later becoming a commercial pilot. Yet one of his most valuable contributions to CAP may have been the training he gave pilots. After a stint with the Army Air Forces — during which he suffered a back injury while teaching cadets to perform slow rolls, ultimately leading to a medical discharge — Dijeau rediscovered CAP when the Corpus Christi squadron in Texas hired him to give pilots instrument training.

Retired U.S. Air Force Maj. Keith



George Dijeau

and his wife, Harriett, are members of Amelia Earhart Senior Squadron 188 in Oakland, Calif. Dijeau's first Civil Air Patrol identification card is shown at left.



Photo by Maj. Juan Timirello, California Wing



Everyday is a powerful word in Civil Air Patrol. Our 61,000 everyday heroes — pilots, teachers, doctors, actors, lawyers, writers, chaplains, journalists, career military and students, to name a few — are your neighbors, colleagues and friends. They serve because it's in their hearts, minds and souls to support and give back to their communities in ways both great and small. But, regardless of their volunteer calling, their service makes a profound difference in their communities when each mission is accomplished.

That is why *Civil Air Patrol Volunteer* was created six years ago — to recognize these unsung heroes — their feats of courage and purpose, and especially those who risked or sacrificed their lives in service to America. Their great strength of purpose, their moral fortitude and character posture them to perform their duties with excellence, respect and integrity — CAP's core values that continue to drive the success of our initiatives nationwide.

In this issue we again laud the everyday feats of our members — those making impressive contributions in search and rescue, community service, aerospace education and cadet programs, as well as in the use of technology, first aid and skills learned in CAP that have helped propel their professional careers.

As national commander, I pledge my support to each and every member, to always keep at the forefront in everything we do the tremendous sacrifice and dedication that defines the service of CAP's unpaid professionals. In keeping with that priority, I am introducing an "Ask the Commander" application on eServices. This open online forum will allow all members to seek answers to questions from your national commander on any topic of importance to you and your membership. My goal is for you to know your service and what you need in order to get the job done are of paramount importance to me.

CAP's unpaid professionals have been revered for seven decades now for their willingness to step up, often at a moment's notice, to serve the needs of their communities. As we begin the new year and our 71st year of service, I look forward to partnering with you EVERYDAY as we continue to perform acts of heroism in service to our great nation.

Semper Vigilans!

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

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



Photo by Lt. Col. Marc Cohen, California Wing

California cadets appear in TV drama

Eleven cadets from the California Wing's Capt. Jay Weinsoff Cadet Squadron 3 appeared as military school students recently during filming for the Dec. 7 episode of the popular CBS television show "Criminal Minds." The cadets marched in the background and participated in several close-up scenes during the three-day shoot while clad in uniforms provided by the show's wardrobe department. The budding thespians, seen here in costume during a break in filming, are, counter-clockwise from left, Cadet Chief Master Sgt. Aaron Alvarado, Cadet Airmen 1st Class Travis Alexander and Louie Klemm, Cadet Airman Basic Kale Bryson, Cadet Senior Airman Christian Torchon, Cadet Airmen Alphonso Chavez and Nestor Flores, Cadet Airman Basic Carlos Ramirez, Cadet 2nd Lt. Christopher Rousey, Cadet Airman Ian Kytlica and Cadet Staff Sgt. Tristan Alexander.



Photo by Susan Schneider, CAP National Headquarters

National Staff College draws 60 to NHQ

Sixty members from all eight regions devoted a week to high-level training during National Staff College held recently at Civil Air Patrol National Headquarters at Maxwell Air Force Base, Ala. Members of the class of 2011 — seen here at CAP National Headquarters — participated in seminars on strategic planning, corporate governance, public affairs, safety, finance and more.

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ON THE WEB

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I began my career at Civil Air Patrol National Headquarters in 1986, and during those 26 years of service I have had the opportunity to witness a phenomenal transformation in the way CAP does business. While CAP has remained true to its founding missions over the years, an impressive increase in the number and types of missions cannot be ignored. This increase can be attributed, in part, to our ever-growing arsenal of sophisticated technology, which, when coupled with our cost-effectiveness, has positioned CAP as the nation's resource of choice when disaster strikes.

A photo of a member at a computer downloading digital imagery first appeared in CAP's Annual Report to Congress in 2003. Since then, CAP has aggressively integrated technological advances into all facets of the organization's operations. By 2004, CAP was routinely using state-of-the-art satellite-transmitted digital imaging systems, allowing officials nationwide to evaluate infrastructure problems in real time. Today, automatic GPS labeling of CAP's high-definition photos enhances these images' immediate and long-term value.

Other equipment advances include introduction of ARCHER, advanced technology used to identify anomalies from the air, and new Garmin G1000 glass cockpit aircraft containing the latest flight deck package. CAP planes equipped with full-motion video are being used to help train U.S. military ground forces in remotely piloted aircraft operations before they deploy overseas, and GIIEP (Geospatial Information Interoperability Exploitation Portable) go-kits have added state-of-the-art communications and full-motion in-flight video to CAP's emergency services toolkit. Plus, our newest technology — the FLIR Ultra 8500 camera system — is allowing aircrews to see and accurately measure heat patterns from the air, resulting in more effective aerial searches.

Individual members are also making significant contributions to our emergency services operations. Second Lt. Guy Loughridge, for example, is using sophisticated radar analysis technology to successfully locate missing aviators. And Capt. Justin Ogden's cell phone forensics has helped save dozens of lives and brought closure to the families of missing loved ones.

CAP's technological advances have not only improved the organization's ability to provide exceptional service in performing our missions across America but also have made life as a CAP member imminently more satisfying. If you want to be a part of this exciting organization, I invite you to explore the many exciting opportunities available across the nation. Click on www.capmembers.com for the details.

Don Rowland

Executive Director

CAP National Headquarters

Bringing JLENS Into Focus:

CAP's Utah Wing Provides
Test Support for New Cruise
Missile Defense System

By Mitzi Palmer



This past spring, Civil Air Patrol's Utah Wing helped the U.S. Army reach an important milestone toward defending future battlefields from land-attack cruise missiles. Through testing conducted over Utah's western desert, the U.S. Army's Joint Land Attack Cruise Missile Defense Elevated Netted Sensor System (JLENS) successfully demonstrated tracking targets

The 242-foot JLENS aerostat is manufactured by TCOM.

Photo courtesy of Raytheon

of opportunity via radar carried by an unmanned tethered aerostat.

“It’s a game-changing system for warfighters,” said Dave Gulla, Raytheon’s vice president of Global Integrated Sensors for Integrated Defense Systems, “providing enhanced situational awareness and surveillance capabilities in the detection and deterrence of cruise missile and unmanned aerial threats.”

While CAP is a frequent participant in radar test and evaluation missions across the country, this is the first time the organization has been involved in development testing of a major Department of Defense weapon system.

Designed and built for the Army, JLENS is a tactical, theater-based sensor system that’s elevated by tethered aerostats to enable battlefield commanders to increase their protection against land-attack cruise missiles.

It’s the first aerostat platform featuring long-duration, wide-area, over-the-horizon detection and tracking of low-altitude cruise missiles, providing commanders with early detection of threats and the opportunity to combat them efficiently and effectively.

TESTING MISSIONS

Civil Air Patrol’s involvement with JLENS began in late 2009 when the Utah Wing was asked to assist with testing the technology at the U.S. Air Force’s Utah Test and Training Range in western Utah.

The Utah Wing’s operations special projects chief, Lt. Col. Matt Johnson, said CAP was initially sought to provide flight support for calibration of JLENS’ surveillance radar system.

“Army and Raytheon managers asked us to fly an instrumentation package with dual survey-grade differential Global Positioning System receivers to capture real-time kinematics data,” Johnson said, “enabling systems engineers to correlate the aircraft’s true position with that determined by radar.”

As project officer and lead pilot for the mission, Johnson turned the customer’s requirements into a flight profile easily replicated by other Utah Wing aircrews.

“The calibration profile went through several design iterations and a number of proving runs to define and refine procedures that met the customer’s requirements,” he said.

Johnson said meeting the required navigational precision provided an early challenge when initial flight tests revealed the GPS navigation

“The CAP folks in Utah have exceeded the standard when it comes to professionalism and mission adaptability.”

—Dean Barten, U.S. Army
JLENS product manager

receivers in the wing’s older aircraft refreshed too slowly for their needs.

“However, further flight tests helped determine that CAP’s newer Garmin G1000-equipped aircraft were ideally suited for the task,” he said. “In fact, the capabilities of the G1000 system proved to be a key to mission success.”

The project’s original scope included only eight sorties for CAP. Because of their successes, though, the missions have grown considerably over the course of the project.

“Our customer has been beyond pleased with CAP’s performance,” said Johnson. “As a result, Utah Wing aircrews have flown over 50 sorties and more than 200 hours in support of this project — a greater than six-fold increase over the original program estimate.” Mission base staff has also contributed more than 1,300 volunteer hours to the program, he said.

The Utah Wing’s expanded role places CAP in the mix with a wide variety of radar targets used to explore the system’s capabilities — from T-38s and F-16s to Learjets, helicopters, unmanned aerial vehicles and even kit-built BD-5J microjets.

“The ongoing testing in Utah affirms our confidence

in the system's technical maturity," said Ken Gordon, JLENS program director for Raytheon.

Civil Air Patrol's capabilities have impressed Army officials overseeing the project. "The CAP folks in Utah have exceeded the standard when it comes to professionalism and mission adaptability," said Dean Barten, product manager for the U.S. Army's JLENS Program.

In addition to continued operations in Utah throughout fiscal year 2012, discussions are under way to build on the Utah Wing's successes by including the New Mexico Wing in similar testing at the Air Force's White Sands Missile Range.

"Our efforts here have helped make future battlefields safer for our military," Johnson concluded. "That's a source of tremendous



Photo by Lt. Col. Matt Johnson, Utah Wing

Capt. Jason Hess, left, and 2nd Lt. Roger Kehr rehearse mission specific procedures on a PC-based Garmin G1000 systems trainer.

satisfaction for us and something all Civil Air Patrol members can be proud of." ▲

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Cadet Squadron Leader Named Nation's Top High School Athlete



By Mitzi Palmer

Cadet Maj. Sarah Biddle holds 80 world, national and state records in nine weight classes — a first for any power lifter, male or female.

Photo courtesy of Charles Venterella

CAP's own Cadet Maj. Sarah Biddle is the first female recipient of the Amateur Athletic Union High School Sullivan Sports Award and Scholarship.

Biddle, a recent graduate of Servant Christian Academy in Morgantown, Ind., along with the male winner of the award and scholarship, Daniel Giovacchini from Massachusetts' Lawrence Academy at Groton, was

presented with the Sullivan Trophy during opening ceremonies for the ESPN Rise Games in Orlando, Fla., in 2011.

This is the first year the AAU High School Sullivan Award has been given. It stems from the prestigious AAU Sullivan Award, which has gone to such renowned athletes as Michael Phelps, Michelle Kwan and Peyton Manning for exemplifying outstanding sportsmanship, leadership and character.

CAP Leader

A CAP cadet since 2007, Biddle has been a part of the Indiana Wing's Morgan County Squadron since she was a freshman in high school. She served as cadet commander for a year.

"She's in the top 2 percent of the squadron's cadets," Indiana Wing Group V Commander Maj. Eric Santiago said, referring to Biddle's participation in CAP's Physical Training Program. "Being at the top of physical condition has allowed her to participate in one of Civil Air Patrol's hardest national activities, the Pararescue Orientation Course.

"And as cadet commander, she did an excellent job at leadership and worked well with the cadets in her command by training them to be good leaders," Santiago said.

Biddle is also one of the few females to attend and excel in the Pararescue Orientation Course, which introduces cadets to the mission of U.S. Air Force Pararescue and Survival career fields.

"Sarah distinguished herself during the course by successfully completing all graduation requirements and performing well on the graduation physical fitness test," said Air Force Col. Sherry Riddle, administrative officer for the pararescue course.

Riddle said the fitness test required a one-mile run, sit-ups, push-ups, flutter kicks and pull-ups — all at an altitude of 7,800 feet after a strenuous week of training.

She added that "only 53 of our original 61 students earned the distinction of graduating in 2009," the year Biddle attended.

In a typical year, more than 300 students apply for the course and only about 20 percent are selected to attend, with even fewer graduating. Biddle was one of only two females participating in the program in

2009, and the only one to graduate.

She has also been decorated for participating in two presidential-proclaimed emergencies. In June 2008, she assisted with flood relief in Martinsville, Ind. There, she distributed clothing and helped flood victims evacuate. In early 2009 she helped search for and locate potentially stranded victims in Kentucky after a massive ice storm.

After attending CAP's National Emergency Services Academy, she was presented the Ground Team Leader award. She also served on the cadet staff for the 2011 Indiana Search and Rescue Academy, where she educated future ground team members on how to be successful at search and rescue.

“*It is that never-die spirit I developed at CAP that allowed me to rise to the Sullivan Award.***”**

— Cadet Maj. Sarah Biddle



Photo courtesy of Tamarra Smith

Cadet Maj. Sarah Biddle has been a CAP cadet since 2007 in the Indiana Wing's Morgan County Squadron. She served for a year as the unit's cadet commander.

Soaring Athlete

Outside CAP, Biddle holds 80 world, national and state records in nine weight classes — a first for any power lifter, male or female. In fact, she has won a world title every year since 2004.

Academically, Biddle is pursuing a degree in surgical nursing as an ROTC cadet at Maranatha Baptist College in Wisconsin. Her athletic goal is to participate in the U.S. Olympic games in 2016 or 2020 in the hammer throw. Aside from athletics, she is a concert harpist and a certified emergency medical technician.

Since receiving the AAU honor, Biddle has been overwhelmed by the show of support from her classmates and CAP colleagues.

"I achieved a great thing here, and it was not without the help of my CAP friends and leadership," she said. "Our soundoff for the Martinsville WolfPack Squadron is 'Come on now, get on your feet. WolfPack Squadron can't be beat...*Hooahh!*' and it is that never-die spirit I developed at CAP that allowed me to rise to the Sullivan Award." ▲

About the AAU High School Sullivan Award

The AAU High School Sullivan Award stems from the AAU Sullivan Award. Known as one of the most prestigious sports awards, the award has annually honored an outstanding amateur U.S. athlete since 1930. It is presented as a salute to founder and past president of the Amateur Athletic Union and a pioneer in amateur sports, James E. Sullivan.

The Sullivan Award has been presented to such notable athletes as Olympic gold medalists Mark Spitz, Michael Phelps and Michelle Kwan and football stars Peyton Manning and Tim Tebow.

Just like the AAU Sullivan Award, selection for the High School Sullivan Award is based on the qualities of outstanding athletic abilities, leadership skills, well-roundedness, sportsmanship and strength of character — not only during sporting events but also in the community.

More than 1,500 high school students applied for the inaugural AAU High School Sullivan Award in 2011. Both winners received a \$10,000 scholarship. After the large pool of students was narrowed down to eight finalists, four males and four females, the winners were chosen through “USA Today Sports” online voting.



Fun Fact:

WWII Recruiting Poster Resurfaces In ‘Captain America’ Movie

When the movie “Captain America: The First Avenger” made its debut in July in theaters, a Civil Air Patrol recruiting poster resurfaced from the World War II era.

The “Eyes of the Home Skies” poster — created in 1943, just before CAP was reassigned from the Office of Civilian Defense to the War Department and placed under the jurisdiction of the U.S. Army Air Forces — can be seen at the end of the movie during the credits.

True to the original poster, two yellow airplanes with the CAP seal are visible along with the words “Civil Air Patrol.”





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AE Program Honored With Two National Awards

By Dan Bailey

The National Coalition for Aviation and Space Education has recognized Civil Air Patrol's aerospace education program with a pair of prestigious honors – the 2011 Crown Circle for Aerospace Education Leadership Award and the Dr. Mervin K. Strickler Jr. Aerospace Education Leadership Award.

The Crown Circle award, presented at this year's Experimental Aircraft Association AirVenture Teacher Day in Oshkosh, Wis., recognizes CAP's decades of outstanding aerospace education programming for youth, helping develop today's and tomorrow's leaders, nationally and internationally.

The Strickler award, recognizing outstanding achievement in the field of aerospace education, was presented at the National Aeronautic Association's annual Fall Awards Banquet in Arlington, Va.

"These two prestigious awards highlight the wonderful dedication displayed by our CAP unpaid professionals in supporting and accomplishing CAP's aerospace education mission," said CAP National Commander Maj. Gen. Chuck Carr.

"Our unpaid professionals diligently strive to promote aerospace education to our members and the general public, and these awards recognize those tremendous efforts. We see the demonstrated performance and true professionalism exhibited on a daily basis by our members, and it is fantastic that their achievements are



Photo courtesy of Peter Cutts Photography

Maj. Gen. Chuck Carr, CAP national commander, accepts the Dr. Mervin K. Strickler Jr. Aerospace Education Leadership Award from Sheila Bauer, representative of the National Coalition of Aviation and Space Education, at the National Aeronautic Association Awards Banquet.

acknowledged with these awards,” he said.

The Crown Circle Award, established in 1979 to recognize performance and outstanding leadership in the field, is one of the highest honors available in aerospace education. Nominees must demonstrate involvement in and commitment to aerospace education as a local, national or international leader, and their performance must exhibit high quality over an extended period of time.

The Strickler award, which was established in 1995 to honor the man who has promoted aerospace education for more than six decades, recognizes individuals or organizations that share his personal commitment and lifelong contributions to aerospace education.

CAP’s aerospace education program provides leadership in aerospace through educational programs and products for K-12 youth and educators that promote interest in and appreciation for aviation and space issues affecting the U.S. The program attracts more than 130,000 young people annually through the efforts of the organization’s more than 61,000 cadets and officers and more than 2,000 educator members.

“Over the years, CAP’s aerospace education programs have consistently responded to the needs and technologies of the times and have embraced a 21st-century leadership role with restructured, revised and re-energized products and programs more relevant to today’s standards of learning and tomorrow’s workforce needs,” said Dr. Jeff Montgomery, deputy director of aerospace education at CAP National Headquarters.

“Interdisciplinary products and programs engage youth in an inquiry-based learning framework that supplements core subjects and enhances traditional learning,” he said. Materials are provided to CAP’s teacher members at no cost, helping offset

declines in local, state and federal funding for educational programs.

“New CAP educational products pertaining to robotics, remotely piloted aircraft, satellite tracking and imagery and cyber security inspire youth to pursue technological careers that will ultimately help America maintain national security,” Montgomery added.

Scientist and aerospace engineer Dean Earl Davis was also presented the Strickler award. He is director for the California Space Authority California State Educational Workforce Initiative and is vice president of the Satellite Educators Association. ▲

For more information on CAP’s aerospace education programs, go to www.capmembers.com/ae.



Col. Mike McArdle, right, CAP’s national aerospace education adviser, accepts the Crown Circle Aerospace Education Leadership Award from Ken Cook, president of the National Coalition of Aviation and Space Education.

Photo courtesy of National Coalition of Aviation and Space Education



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Responding to a Disaster:

Cadet Helps Victims at Reno Air Show Crash

By Mitzi Palmer



Photo courtesy of Capt. James R. Shawn, Texas Wing

Cadet 1st Lt. James C. Shawn (in blue T-shirt facing right) receives instructions from area firefighters.

W

When CAP Cadet 1st Lt. James C. Shawn and his father went to the National Championship Air Races and Air Show in Reno, Nev., last September, they were in vacation mode and anticipating a show of

pristine flying. However, what they witnessed was an unforgettable tragedy.

Just about 250 feet from where the father-son duo sat in the stands at Reno-Stead Airport, pilot Jimmy Leeward's P-51 Mustang, known as the Galloping Ghost, crashed during one of the races — leaving 11 people dead and injuring at least 74.

Reaction to Chaos

The commotion of the scene was something Shawn and his father — who are both pilots — will never forget.

“It was chaos,” said Shawn, who ran to the scene to help. “All I could see were pieces scattered all over the place and people everywhere. I passed people that were on their knees crying — many just scared from what they saw — and many people covered in oil, dirt and even blood.”

From afar, Shawn compared the chaos to kicking an ant pile.

“There were medics and firemen running around everywhere,” he said. “And to us, ants look frantic and disorganized when their pile is destroyed; but, just like the ants and despite the look of it, they were organized and knew exactly what they were doing. Nobody had to be told twice what to do and where to go.”

When Shawn reached the crash scene, he was directed by a firefighter to escort a patient to triage and then assist with another nearby patient. He then grabbed a backboard and began searching for more victims.

“I helped as much as I could by loading patients and moving them onto stretchers,” he remembered.

“CAP helped me build courage to run toward such a terrible tragedy while others were running away.”

— Cadet 1st Lt. James Shawn



Photo by 1st Lt. Naomi Hays, Texas Wing

Shawn, pictured during training at Lone Star Emergency Services Academy, was named team leader for the Wilderness First Responder Team during a massive casualty exercise.

“Within an hour of the crash all the injured were either on the road or in the air, and the objective then turned to securing the scene and tagging the deceased.”

At that point, all the medics who were no longer attending to patients were asked to leave.

Shawn's father, Capt. James R. Shawn, who watched his son in action that day, said he still plays out the crash in his head every once in awhile and wonders “what if we had moved farther left on the bleachers.”

But what he recalls the most is the courage of Cadet Shawn.

“As a father, I'm supposed to protect my son from such horrible scenes and nightmares that took place before our very eyes that day, but instead I saw a young man with the courage of 10 men jump to the challenge to help others,” he said. “How proud could I be? One minute he had a backboard helping people to the triage zones, and the next he's holding IV bags



hearing a helicopter above and noticing it was a privately owned, restored Vietnam medical helicopter.

“It was preparing to land and getting ready to return to service once more as a medivac helicopter,” he said. “Without being asked and without any regard for fuel costs or anything else, those pilots answered the call and jumped into service.”

The 18-year-old cadet and emergency medical technician credits CAP for giving him the discipline and sense of responsibility to respond and help victims after the crash.

“CAP helped me build courage to run toward such a terrible tragedy while others were running away,” he said.

The recent graduate of Royal High School in Waller County, Texas, serves as cadet commander for the Texas Wing’s Thunderbird Composite Squadron. Ironically, Shawn joined CAP in 2007 after learning about the organization at a P-51 Mustang gathering in Ohio.

“My intention for joining was to help people and the community, as well as participate in emergency services,” he said.

And that he did.

“As an honor graduate and staff member of Lone Star Emergency Services Academy, Cadet Shawn distinguished himself in both CAP’s

Ground Search and Rescue School and Wilderness First Responder training,” said Col. Brooks Cima, Shawn’s wing commander. “You hope your members will never be forced to put their training to the test in a situation like this; but, when it happens, it makes you grateful for the opportunities CAP provides our cadets.”

Shawn attends Lone Star Community College in Houston. After he completes his associate degree, he plans to join the Army and become an Apache helicopter pilot and complete his communications degree at Texas A&M in College Station. ▲

During the summer of 2011, Shawn gathered a group of CAP officers and cadets to help with wildfire relief efforts in Waller County, Texas. He worked tirelessly to assist area homeowners who came to the distribution center seeking aid.

over a patient and comforting an elderly man over the loss of his son.”

Selfless Acts

What amazed Shawn the most about that horrific day was the effort from people all over the world that had never met each other.

“Everyone worked together so quickly and efficiently,” he recalled.

There is one particular selfless event the cadet said he will never forget.

As Shawn was running to the crash, he remembers

Finding

CAP finds provide families with closure

peace

By Kristi Carr

Capt. Scott Bakker's dreams are a mixture of life-and-death images. When he jerks awake in a cold sweat, Bakker, a member of Civil Air Patrol's Oregon Wing, said, "It's not about the people you save, but the ones you don't."

The majority of CAP's search missions are finds, not saves.

Improvements born of tragedy

As unlikely as it may seem, tragedies sometimes bring about positive consequences. In Oregon, Bakker was devastated by a search operation that did not even involve CAP. It was the case of James Kim, a 35-year-old online editor who died of exposure and hypothermia in the wilds of southern Oregon in 2006 after he and his family became lost while driving through an unexpected snowstorm.

Shortly after Kim's death, Bakker began talking with a California air operations helicopter crew he'd worked with previously. He wondered aloud if Kim might have survived if searchers had used air-to-ground broadcast equipment.

In March 2010, CAP's Oregon Wing successfully

used that system to find 4-year-old Zoey Dorsey, who'd wandered away from home and became lost in the woods. Bakker, the CAP mission pilot, had Zoey's grandmother record a message, which he broadcast from the plane over the search area, that successfully coaxed the girl to shout out for help so rescuers could find her.



Photo by 1st Lt. Shane Terpstra, California Wing

The area around Palm Springs, Calif., is surrounded by mountains, creating strong downdrafts, which this pilot could not overcome. First spotted from the air, the crash looked and proved to be dire. Yet, CAP never assumes the worst.

Gratitude the ultimate motivation

“I find satisfaction in finding our objective as quickly as we can, to maximize our chances of finding victims alive and to minimize the suffering loved ones endure while the fate of their family member is unknown,” said Maj. Justin Ogden, a trailblazer in developing cell phone forensics.

Lenny Gemar lost his daughter, Kyrstin, when she and two friends, all North Dakota college students, mistakenly drove into a rural pond one night in late 2009. Ogden used cell phone forensics to trace them to a latitude and longitude within 200 yards of where their Jeep was submerged. Though the young women had drowned almost immediately, authorities acknowledged it might have taken months to locate their remains without help from cell phone forensics technology.

Gemar tracked down Ogden in Arizona and invited him out to dinner. “We talked about the search and

about Kyrstin, and he expressed a lot of gratitude on behalf of all the families who had lost a daughter in this accident,” Ogden said.

“It was quite a boost for my efforts,” he added, “to see someone so thankful even after such a horrible tragedy.” ▲



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

Personal effects may be all family members see of a crash site. The crash of a Piper PA-30 Twin Comanche, which went down in the heavily wooded mountains of southern West Virginia in late 2009, killed the pilot, the sole occupant. A combination of determination and technology, for which the pilot’s family repeatedly expressed very deep appreciation, led CAP members to the crash’s location.

The secret life of beacons

The flipside to “finds” is tracking down signaling beacons, of which there are three basic types:

- ELTs, emergency locator transmitters, are required by the Federal Aviation Administration for use in most aircraft.
- EPIRBs, emergency position indication radio beacons, are used on watercraft.
- PLBs, personal locator beacons, are designed for individual use, giving some peace of mind to outdoors enthusiasts, especially those traveling in remote areas.

Civil Air Patrol must assume any transmitting beacon indicates an emergency, making it imperative to locate the device and determine if anyone is hurt. Many times, though, beacons provide a lighter side to finds.

The National Capital Wing once traced a distress signal to the Smithsonian Institution’s National Air and Space Museum on the National Mall. Arriving in the middle of the night and having to explain themselves to numerous guards and police, the CAP team members found an activated ELT inside a Navy helicopter on display at the museum that week.

One of the strangest EPIRB finds came in a landlocked backyard in Texas. It turned out a woman had purchased a pair of the beacons at a flea market, thinking they’d provide just the right nautical touch for her pool party. She tried to get their lights to flash but instead succeeded in activating their signals — until a CAP team showed up to deactivate them.

CAP’s Maine Wing was called to assist after an Air Force law enforcement duty officer, convinced a PLB signal must be coming from kayakers on the Harraseeket River, failed to locate the source. The CAP team quickly narrowed the search to L.L. Bean’s flagship store in Freeport, where the beacon was found blinking in a cabinet in the camping department. ▲



The use of a new 406 MHz beacon like this improves Civil Air Patrol’s ability to find missing aircraft. The newer-model electronic locator transmitters emit a stronger, more accurate and verifiable digital signal that can be detected quickly.

On 70th anniversary CAP honors World War II members

Many wartime members eligible for Congressional Gold Medal

By Dan Bailey

Civil Air Patrol National Headquarters joined units and wings across the nation in observing the organization's 70th anniversary on Dec. 1. National Headquarters' celebration included presentation of the Exceptional Service Award to two World War II members.

Lt. Cols. Wendall Haas and Otha Vaughan, both members of the Alabama Wing, were honored for their

service during CAP's wartime years — Haas as an adult officer in a squadron in California's San Fernando Valley and Vaughan as a 15-year-old cadet in Anderson, S.C. They received their awards from Col. Al Bedgood, Southeast Region commander. In addition, Don Rowland, executive director at National Headquarters, presented each with a commemorative 70th-anniversary poster and an anniversary coin.

Haas, 88, and Vaughan, 82, are just two of the roughly 60,000 Americans who belonged to CAP during the war years. Only a few hundred of these CAP pioneers are alive today, but an effort is now under way to get Congress to honor them for their outstanding and

unusual public service.

Legislation has been introduced and is pending in both houses of the U.S. Congress, H.R. 719 and S. 418, that would award CAP a Congressional Gold Medal for its World War II service.

"These members from our earliest days as an organization helped save lives and preserve our nation's freedom," said Maj. Gen. Chuck Carr, CAP's national commander. "They were truly unsung heroes of the war,

using their small private aircraft to search for enemy submarines close to America's shores, towing targets for military practice, transporting critical supplies within the country and conducting general airborne reconnaissance. They provided selfless service, without fanfare, in defense of their homeland."

Carr is leading the charge in support of CAP's Congressional Gold Medal campaign, which would recognize Haas and other adult World War II CAP members like him. "We

Photo by Susan Schneider, CAP National Headquarters



Lt. Col. Wendall Haas speaks to the crowd in front of Civil Air Patrol National Headquarters after being presented with the Exceptional Service Award during the ceremony marking CAP's 70th anniversary. Listening by his side is his fellow award recipient, Lt. Col. Otha Vaughan.

want to make sure those who remain, as well as those who have passed, are rightly honored for their great service to America,” he said.

More information on participating in the Congressional Gold Medal campaign can be found at http://members.gocivilairpatrol.com/cap_national_hq/cap_congressional_gold_medal.cfm.

At Tyndall Air Force Base, Fla., CAP's 70th anniversary prompted U.S. Air Force Lt. Gen. Sid Clarke, commander of Continental U.S. North American Aerospace Defense Command Region-1st Air Force (Air Forces Northern), to proclaim, “We simply could not do what we do every day without CAP” as an ally and partner in homeland defense and Defense Support of Civil Authorities.

“We share a special relationship with CAP,” Clarke said. “CAP's volunteers enable us to provide better service to the citizens of this great country.

“I join a grateful nation in saying thank you for everything you do and have done for the last 70 years,” he said. ▲



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Wreaths Across America

With some of Arlington National Cemetery's 300,000 graves in the background, CAP National Commander Chuck Carr places a balsam fir remembrance wreath on a grave while a U.S. Marine Corps helicopter flies overhead. Such solemn tributes were repeated thousands of times on Dec. 10 as more than 90,000 of the white marble markers at Arlington were decorated with red-ribboned evergreen rings in honor of the U.S. military veterans buried there. Carr's action exemplifies Civil Air Patrol's commitment to Wreaths Across America, an initiative that recognizes America's fallen heroes during the holiday season.

Photo by Susan Schneider, CAP National Headquarters



Wreaths across borders

CAP bolsters wreath exchanges with Canada

By Kristi Carr

In a post-9/11 world, even gestures of goodwill can be entwined with red tape.

Just four days out, Col. Dan Leclair was on the phone with customs officials as he continued to work to establish a wreath exchange ceremony at the Interstate 15 border crossing between Sweetgrass, Mont., and Coutts, Alberta, Canada. The Maine Wing commander for Civil Air Patrol, Leclair is CAP's chief liaison with Wreaths Across America, an annual event in which wreaths are placed on veterans' graves to honor their service. CAP adopted Wreaths Across America as one of its premier community service projects in 2006.

Above and beyond

Wreaths Across America benefits from an impressive number of supporters donating wreaths — more than

1,100. Most use the wreaths program as a fundraiser, and CAP is no different. As the largest fundraiser, CAP had more than 600 units selling \$250,000 worth of wreaths in 2011. The units keep a percentage of the proceeds, using them to help support local CAP programs.

But CAP has distinguished itself by also planning and executing many of the cemetery and memorial programs, replete with VIP guest speakers and CAP color guards. Growing the fledgling border-crossing component of Wreaths Across America — known as HART ceremonies (Honoring Allies and Remembering Together) — is, in fact, a CAP-exclusive contribution.

“Canada has much in common with the U.S., participating in the same struggles against shared foes,” Leclair noted. “The wreath presentations are just one way of showing our appreciation, but border events are



A convoy of 18 tractor-trailer trucks threads its way through eastern Maine, bearing 90,000 wreaths for placement at Arlington National Cemetery.

Photo by Capt. Warren King, Maine Wing

not easy. There is so much bureaucracy to cut through, and it can take a few years to get any single event going, but we are definitely planting the seeds.

“It’s been a learning experience,” he acknowledged. “There’s been some disconnect on both sides of the border, where Wreaths Across America gets confused with Veterans Day events, held a month earlier. And we need to find more volunteers with good skill sets for dealing with international issues. Even so, I think the fruit will come in future years.”

One encouraging sign was a query from his discussions with Canadian Customs, whose officials asked, “How many more of these did you want to schedule?”

Lessons for youth

As an organization, Canada’s Air Cadet League is already enthusiastic about participating in the border events. Its president, retired

Canadian Air Force Brig. Gen. Bob Robert, said, “The border ceremonies are an expression of our common Air Cadet League of Canada-Civil Air Patrol youth development mission of turning out respectful, responsible and productive citizens.” Each organization has approximately 25,000 cadets.

Leclair concurred, noting the importance of teaching the next generation respect for those who sacrificed for them. “There’s no better way to get the youth of both countries involved in learning why it’s important to honor our veterans.”

Leclair has been invited to address a national meeting of the Air Cadet League next summer when it meets in Ontario. There, he will have the opportunity to explain the program in detail to representatives from all the Canadian provinces.

The crossover factor

Also cementing the two countries’ interests is crossover military service. Said Robert, “It is well documented that numerous American citizens joined the Royal Canadian Air Force, principally as pilots, before the U.S. joined its allies in World War II. Perhaps most notable is the American, Pilot Officer John Gillespie Magee, who served in the RCAF. He wrote the sonnet ‘High Flight,’ universally known by fliers, and was killed



Photo courtesy of Stan Montkman, Air Cadet League of Canada

CAP cadets from the Montana Wing meet their Air Cadet League of Canada counterparts from Calgary’s 604 Moose and 52 City of Calgary squadrons and the 15 Medicine Hat Squadron at the border crossing ceremony between Montana and Alberta, Canada, a wreaths event that debuted in 2011.

in a flying accident over England in December 1941.”

On the flipside, Robert recalled Richard Paul Dextraze, a Canadian who fought in the U.S. military. Killed in hostilities in South Vietnam in 1969, he was the son of Gen. Jacques Dextraze, chief of the Defense Staff, Canada’s top military position.

Veterans such as these, who often still live near the border, are among those who attend Wreaths Across America border events, Leclair said.

The new kid

Leclair’s last-minute calls to Canadian and U.S. Customs paid off, as did the hard work of CAP Maj. Andrew Treiman of the Montana Wing’s Malmstrom Air Force Base Composite Squadron and Darlene LaRoche, Alberta provincial chairman for the Air Cadet League of Canada.

On Dec. 3 cadets from both countries were escorted to a secure ceremony site at the I-15 crossing by U.S. and Canadian border officials. There, Diane Dellaire, a Canadian Silver Cross mother who lost her son Kevin in Afghanistan in August 2006, received a wreath from CAP. The Canadians responded by presenting another wreath to CAP for eventual placement at a memorial in Great Falls, Mont.

“As this is our first time organizing this event between Alberta and Montana, we had a few issues,” admitted LaRoche. “However, with the great cooperation of all parties, we have overcome them. The border agencies of both Canada and the U.S. could not have been more helpful.

“The cadets definitely enjoyed the fellowship of meeting one another,” said Treiman. “This initial event set the foundation for a lot more cooperation between the cadets of the two countries.”

As for challenges for these first-timers, he cited the unexpected complication of having to actually clear the wreaths through customs and added how they lucked out weather-wise, with a comparatively balmy 29 degrees for the ceremony. To conquer the logistics, cadets met in an area that straddled the border and was shared by both U.S. and Canadian officials. The cadets physically crossed over the border, but because they never left this area they were not legally considered to have left their respective countries.

The gold standard for border events

Leclair, aided by Lt. Col. Wayne Merritt of the Maine Wing and Capt. Blaine Harris of the Air Cadet League of Canada, cut his teeth on the first U.S.-Canadian wreath ceremony in 2009 when they orchestrated a ceremony at the midpoint of the Ferry Point International Bridge between Calais, Maine, and St. Stephen, New Brunswick, Canada. That event has been going strong ever since and serves as a blueprint for what other border crossing programs can become.

Most recently, the Dec. 3 ceremony attracted hundreds of participants and onlookers, including about 60 cadets, divided between CAP and the Air Cadet League; numerous other CAP and Air Cadet League personnel; politicians; veterans and citizens of both countries; and representatives of the American Gold Star

mothers and Canadian Silver Star families.

Gold Star mothers presented a wreath to a Canadian veteran at the center of the bridge. From there, the wreath was carried for placement at a Canadian war memorial in St. Stephen.

For Norma Luther, president of American Gold Star Mothers, the ceremony on the Ferry Point bridge was her first Wreaths Across America event. Her son, Glen Adams, was killed in a helicopter crash in Germany in 1988.

Luther explained, “It is very personal to me to honor the memory of my son. But it is also a chance to remember all the veterans. Regardless of whether they are active in the military

now or served before, they all gave a part of their lives and some gave all. The Wreaths Across America campaign is a wonderful way to teach the children of this nation what our military personnel have given us.”

Representing Canada were John Williamson, a member

Photo by Capt. Robert Bowden, Michigan Wing



The Ambassador Bridge spanning the Detroit River between Detroit and Windsor, Ontario, was the site of the third border event in 2011, held Dec. 10. Among the dignitaries in attendance were Maj. Steve Stephenson, commanding officer of the 364 Lancaster Squadron of the Royal Canadian Air Cadets; U.S. Rep. Hansen Clarke, representing Michigan's 13th Congressional District; Maj. Gen. Amy Courter, former CAP national commander; Christopher Redfeare, regional director of the Air Cadet League of Canada; State Rep. David Nathan, representing Michigan's 11th House District; and Col. Leo Burke, commander of CAP's Michigan Wing.



Accepting the wreath from Gold Star Mothers president Norma Luther on the Ferry Point Bridge, which spans the St. Croix River between Calais, Maine, and St. Stephen, New Brunswick, Canada, is Arthur Pottle, who served in the “Devil’s Brigade” during WWII. The brigade, made up of volunteers in equal numbers from the U.S. and Canada and trained in both countries, won many battle honors and is considered the forerunner of today’s special forces in both nation.

of the Canadian parliament for New Brunswick Southwest, and Claude Bourque of Veterans Affairs Canada.

On the U.S. side, Kevin Woodard, Maine state chairman of the Veterans of Foreign Wars, attended.

Beyond the border events

Following a well-established routine, Ferry Point participants adjourned to Harrington, Maine, where many began a week’s journey with a tractor-trailer truck caravan carrying more than 90,000 wreaths 750 miles down the Northeast corridor, stopping along the way for numerous tributes to veterans and ultimately arriving at Arlington National Cemetery outside Washington, D.C. Ceremonies were held within the cemetery at designated memorials such as the Tomb of the Unknowns as well as at the U.S. Capitol and sites on the National Mall, such as the World War II and Vietnam memorials.

Meanwhile, throughout the nation and at selected locations abroad, more localized ceremonies were conducted, including events at most state capitals.

A continuing commitment

What started in 1992 as a donation of 5,000 wreaths to Arlington National Cemetery from the Worcester Wreath Co. in Harrington has now evolved into a nonprofit endeavor of national scope. In 2011, 325,000 wreaths were placed in early December at 740 cemeteries and monuments across the nation and in 24 other countries.

That represents a 45 percent growth in wreaths donated compared to the total for 2010.

In the future and with CAP’s help, Wreaths Across America will continue to grow — at home, overseas and at the borders.

North of the border, “The Air Cadet League of Canada and the Royal Canadian Air Cadets are proud and pleased to have been selected as recipients in the Wreaths Across America program,” said Tom White, second vice president of the Air Cadet League. “We have enjoyed a great relationship with Civil Air Patrol for many years going back almost to our beginnings in 1941.

“Many of our citizens have served with the U.S. forces in one role or another, from balloon pilots during the Civil War to today’s astronauts, along with many others who served or are serving as soldiers and sailors. And many U.S. citizens, as well, have served in the Canadian forces.

“From the first border crossing ceremony at the Ferry Point Bridge, we — as partners — have been able to grow the ceremony to the Alberta-Montana border this year, and next year it will be from sea to sea.”

“It is my privilege to help make Wreaths Across America happen every year,” said Leclair, who served in the U.S. Air Force for 21 years. “And speaking for CAP, the primary goal has always been to advance the Wreaths Across America motto to ‘Remember, Honor and Teach.’”

“As the official auxiliary of the U.S. Air Force,” said CAP’s national commander, Maj. Gen. Chuck Carr, “CAP is duty-bound to honor and respect our nation’s veterans. Not just participating, but actively pursuing and increasing our involvement in Wreaths Across America speaks volumes about our commitment to veterans and to the wreaths program.” ▲

A Solemn Show

Photo by Susan Schneider, CAP National Headquarters



A remembrance wreath decorates the gravesite of Gen. Henry H. “Hap” Arnold, former chief of the Army Air Corps who helped form the Coastal Patrol, which later became Civil Air Patrol. The red-ribboned evergreen ring was placed there by CAP National Commander Maj. Gen. Chuck Carr, who was accompanied by a CAP honor guard.

Photo by Col. John Swain, CAP National Headquarters



Cadet Maj. Kyle Lahr, left, and Cadet 1st Lt. Michael Dimercurio guard the Maine State Society wreath placed at the U.S. Capitol on Dec. 5. For six hours, Lahr and Dimercurio and 23 other cadets in the honor guard — in accordance with military tradition — stood watch over the wreath, which honored the 25 million men and women who have served in the U.S. armed forces and guarded and preserved the nation’s freedom throughout history.



Photo by Susan Schneider, CAP National Headquarters

CAP National Commander Maj. Gen. Chuck Carr presents a wreath at the Tomb of the Unknowns at Arlington National Cemetery. The ceremonial wreath-laying was part of Wreaths Across America events held at Arlington.

Of Support

Cadet Chief Master Sgt. Grant Sherwood of the Maryland Wing stands at attention and salutes as the Wreaths Across America convoy pulls into Arlington National Cemetery. Sherwood and other cadets from CAP's National Capital and Middle East regions participated in wreath-laying ceremonies there, adding to the pageantry of the annual tribute to U.S. veterans and their families.



Photo by Susan Schneider, CAP National Headquarters



Photo by Col. John Swain, CAP National Headquarters

A Civil Air Patrol honor guard marches to its next destination at Arlington National Cemetery. The cadets from CAP's Middle East Region were among the more than 600 CAP units who helped find sponsors for wreaths and also led or participated – often with color and honor guards – in many of the 2011 ceremonies held across America, as well as abroad.

Arlington National Cemetery's white marble markers are decorated with red and green remembrance wreaths in the shadow of the Air Force Memorial. The scene was one of many picturesque sites at Arlington on Dec. 10.

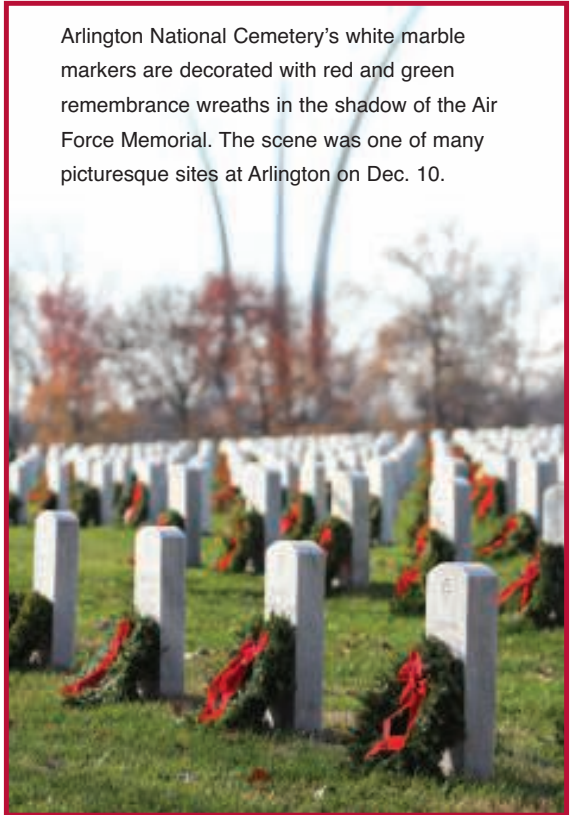


Photo by Susan Schneider, CAP National Headquarters

From Cadet to Test Pilot Instructor

Growing up, Bill Geyer Jr. aspired to be in the military. By age 10, he was flying control-line model airplanes with his father and dreaming big about becoming a U.S. Air Force fighter pilot. Along the way, though, while Geyer was attending college, a medical condition grounded that plan. Instead of letting that hold him back, he served his country through Civil Air Patrol for almost 15 years. He's grown from being a cadet to a well-respected senior member and, most recently, a newly appointed academic instructor at the U.S. Naval Test Pilot School.



Aboard the USS Bataan in November 2008, Bill Geyer Jr. stands by during fleet training operations in preparation for the first V-22 shipboard deployment.

Photo courtesy of Jennie Mitchell

By Mitzi Palmer

CAP Years

“I think I became so intrigued with flying because my father flew for the U.S. Air Force as a C-130 loadmaster,” said Geyer, who was 13 when he joined the Pittsburgh-based Three Rivers Composite Squadron 602 — now Allegheny County Composite Squadron 602 — not long after his father did. “I thought it would be a great way to

prepare myself for a career in military aviation.”

That summer he participated in his first CAP encampment, and the following year he attended Hawk Mountain Ranger Training School — events Geyer said changed his life.

“Coming out of that first encampment, I felt like a different person,” he said. “It gave me a big

confidence boost.”

Geyer joked that, before CAP, he was “a fairly meek kid.”

“Looking back, the encampment and my first experience at Hawk Mountain really changed my character and gave me assertiveness,” he said.

One of Geyer’s first missions with CAP has stuck in his mind all these years.

“I remember walking on the scene to a dead body,” he recalled. A man had attempted to cross the mountains near Johnstown, Pa., in a Pitts Special — an acrobatic plane — with very little instrumentation. “The conditions were cloudy, and he probably didn’t have a clear understanding of how close he was to the ground.”

Geyer’s unit secured the scene while local officials responded.

For the 14 years that followed, Geyer dedicated himself to CAP and soaked up every bit of knowledge he could get from his counterparts. At 17, he received a pilot’s certificate through a Pennsylvania Wing flight scholarship program. Two years later he became wing encampment cadet commander and received the prestigious Cadet of the Year Award.

He served as cadet commander of the wing’s Cadet Leadership School and on the wing Cadet Advisory Council and was honored with the Commander’s Commendation Award for his outstanding work from 1989 to 1992. Geyer also achieved the rank of cadet lieutenant colonel before becoming a senior member in 1991 and attending Pennsylvania State University, where he obtained his bachelor’s and master’s degrees in aerospace engineering.

Building a Career

“While attending Penn State, I applied for an ROTC scholarship,” Geyer said, “and during the application process, they determined it was unsafe for me to be in the military due to a back problem that was discovered during my initial physicals.”

He was very disappointed, of course. But Col. Larry Trick, who headed the Dynamic Interface Department at the Naval Air Warfare Center Aircraft Division and was then the Maryland Wing’s director of cadet programs, saw something promising in Geyer when the

young man applied for the position of co-op student, or intern, in Trick’s division.

“His resume caught my attention, because he was not only working on his aerospace engineering degree, but he was also a CAP cadet, chair of his wing’s Cadet Advisory Council and the Pennsylvania Wing’s Cadet of the Year,” Trick recalled. “He impressed all with his academics, drive, enthusiasm, dedication and maturity.”

Geyer worked at the

Naval Air Warfare Center Aircraft Division as an aerospace engineer trainee for two years in Dynamic Interface, followed by 18 years as an aerospace engineer charged with making sure helicopters were able to land safely on military ships.

“Because of the dynamics and motion involved in landing a helicopter on a ship, it’s important the compatibility of the two is tested with many different variables,” Geyer said. “My job was to lead test teams to do just that — develop test plans and compatibility trials and provide wind-limitation envelopes for the ship/helicopter combinations.”

Geyer’s work also led him to serve as the V-22 Ship



Photo courtesy of Bill Tate

Then-Pennsylvania Gov. Robert Casey presents Geyer with his pilot wings in 1987. At right is the Pennsylvania Wing commander at the time, Col. Angelo Milano.

Suitability team leader for 12 years, as lead engineer for ship air-wake surveys aboard the USS Merrill and USS Caron and as a technical monitor for the H-46 tunnel strike analytic effort at Penn State.

During his time at the Naval Air Warfare Center Aircraft Division, Geyer also served in the local St. Mary's Composite Squadron. As a senior member, he led the unit's rocket program as a way to give cadets ground-level experience with aerospace education.

"I had built and launched model rockets as a kid, so I thought it would be fun to teach cadets how to build and launch them," he said.

The program turned into a friendly competition among the cadets, Geyer said, as "whoever had the rocket that flew the highest won the launcher."

Next Steps

In December 2010, he accepted a position as an academic instructor at the U.S. Naval Test Pilot School.

"It was quite a difficult decision, because I really enjoyed doing ship suitability flight testing for the V-22 program," said Geyer, who had been with the rotary wing ship suitability branch for 20 years.

In his new position at the Test Pilot School, his focus is primarily on teaching flying qualities, including rotor dynamics and helicopter stability and control. Academic instructors also take on project work that normally involves developing new curriculum for the school, he said.

Although many people and experiences have helped shape Geyer's career path, he singles out CAP for



Geyer and his father, Bill Geyer Sr. — now a CAP lieutenant colonel — are shown in this 1984 photo taken at Pennsylvania Wing Headquarters at Allegheny County Airport near Pittsburgh.

giving him a solid foundation in aviation.

"CAP helped me immensely in my jobs for the military," he said. "I also think my experience as a cadet with CAP improved my leadership and management skills."

Both of Geyer's parents, Lt. Col. Bill Geyer Sr. and Maj. Cathy Geyer, remain active in the Pennsylvania Wing, his father as assistant operations officer and his mother as Group 1's testing officer and assistant administrative and personnel officer. ▲

About the U.S. Naval Test Pilot School

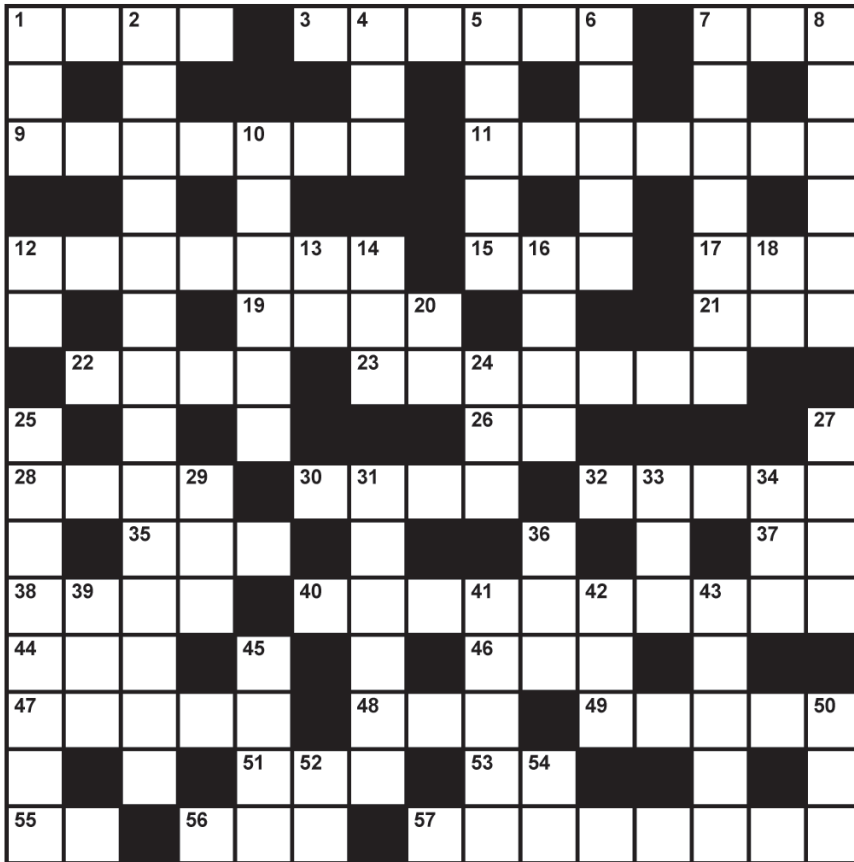
- Founded in 1945 at the Navy's Patuxent River Flight Test Center.
- Began as a way to ensure test pilots were able to keep up with fast-evolving aircraft technology.
- Provides instruction in the process and techniques of aircraft and systems tests and evaluations to experienced pilots, flight officers and engineers.
- Investigates and develops new flight test techniques.
- Publishes manuals for use in the aviation test community.
- Operates about 50 aircraft of 13 types — the Navy's most diverse aircraft fleet.
- Offers a 48-week curriculum, beginning each January and July.
- Maintains an expert staff.
- Provides the aviation test community with engineering and training consultation.

More information can be found at www.navair.navy.mil.

Civil Air Patrol Crossword

Crossword by Myles Mellor
www.themecrosswords.com

Answers on page 50



Down

- 1 "Semper vigilans" is its motto
- 2 One type of mission flown by CAP pilots
- 4 And more
- 5 At the right time (2 words)
- 6 Pursue
- 7 One of the elements the cadet program is based on
- 8 One of the colors in the Grover Loening Award ribbon
- 10 Building block of American society
- 12 Madison state
- 13 Temperature control, for short
- 14 Silent approval
- 16 Cry out
- 18 Savannah's state
- 20 ___ plus ultra
- 24 Prisoner of war, for short
- 25 Quickly deploy aircraft in response to an attack
- 27 Ground vehicle
- 29 Road surface
- 31 Minimum age for a CAP cadet
- 33 Possesses
- 34 Threefold
- 36 Perfect score
- 39 Civil aviation controllers, abbr.
- 41 They speak louder than words
- 42 One of the colors in a CAP officer membership ribbon
- 43 Flying ____
- 45 CAP is its auxiliary
- 50 Mayday call
- 52 Company, abbr.
- 54 Cesium symbol

Across

- 1 CAP National Commander, Maj. Gen. Chuck _____
- 3 Description of the 1940s CAP members who sank or chased off German subs
- 7 One thing that CAP cadets learn how to do
- 9 Ocean
- 11 Relating to shore areas
- 12 Pilot who positions his aircraft outside and behind the leader of a flying formation
- 15 Watch closely
- 17 A barrier to being a good leader sometimes
- 19 Someone looked up to as a role model
- 21 Observed
- 22 Rear of a plane
- 23 Puts troops into battle formation
- 26 Old, for short
- 28 Outlay
- 30 Store away
- 32 One of the colors in the Paul E. Garber Award ribbon
- 35 MAJCOM disestablished in 1992
- 37 Relating to
- 38 A long way off
- 40 Ability to command, a key quality learned by CAP cadets
- 44 Provide personnel for
- 46 Heading, for short
- 47 Supports
- 48 Squadron formation sometimes
- 49 Problem area in society that is addressed by Red Ribbon Week
- 51 Top gun
- 53 Douglas ____-3
- 55 Where trauma victims arrive at a hospital
- 56 ET's craft
- 57 Evaluates

Editor's Note: This will be the last issue with a crossword puzzle. We will use this space for additional stories about the outstanding accomplishments of our members.

CAP TOP Flights Put Teachers And Learning In the Cockpit



Arizona fifth-grade teacher Kaci Heins stands next to the CAP Cessna 206 she flew in over the Grand Canyon State during her TOP Flight experience.

W *By Capt. Todd D. Epp*

While uncovering ways to build interest in science, technology, engineering and math, or STEM subjects, often challenges teachers' limited budgets, a Civil Air Patrol program is giving them a chance to spread their wings.

Literally.

CAP's unique Teacher Orientation Program Flights are taking educators out of the classroom and into the sky in CAP aircraft, where they are learning from seasoned mission pilots about the science, math and

even poetry associated with flying.

"I love CAP's aerospace program, and I think it is very rewarding to teachers and students in the classroom," said Kaci Heins, a fifth-grade teacher in Flagstaff, Ariz. "TOP Flight is a welcomed bonus for teachers that is very much appreciated ... to get a different perspective to take back to the classroom.

"This flight experience and the CAP programs correlate with the national No Child Left Behind Act, because of the exposure to STEM and STEM careers,"

added Heins, who found innumerable ways to incorporate her flying experience into her lesson plans.

“We used the NASA Smart Skies program, which focuses on how air traffic controllers use simulations to keep planes safe and on time,” she said. “We also worked with distance, rate and time problems, and then took a field trip to the airport to see the CAP plane, meet the air traffic controllers and see the airport’s fire station. I was able to connect these experiences to the curriculum.”

Heins’ innovative classroom initiatives were recognized with the 2011 National ACE Teacher of the Year award in CAP’s K-6 Aerospace Connections in Education program.

Resurrection Catholic School, a small K-8 school in Montgomery, Ala., adopted CAP’s aerospace education program to improve its STEM performance this year. So far, 15 teachers have taken TOP Flights, and they are excited about engaging their students in CAP’s STEM activities and lessons.

“CAP’s AE program is a comprehensive asset to our school,” said Sister Gail Trippett, Resurrection’s principal. “The teachers want for nothing. The lessons are well-planned, there is limitless assistance when needed and the resources are first-rate.”

In the Texas Wing, TOP Flights are offered during the national Space Exploration Educators Conference held annually at Johnson Space Center in Houston, where up to 60 teachers have the opportunity to fly with CAP. “There is no selection process for the TOP Flights other than the teachers are members of CAP,” said Lt. Col. Bjorn Sundet, the Texas Wing’s volunteer director of aerospace education.

Sundet said “ground time” is also well spent at the conference, as participants benefit from AE seminars taught by CAP National Headquarters staff.

For the Alabama Wing’s director of aerospace education, Maj. Lynn Toney, the program has provided a windfall of AE members — 46 in the Boaz City school system alone.

“Whenever we are going to have a TOP Flight Day, we promote the program widely and give teachers the opportunity to sign up and become an AEM (aerospace education member) to go on the flights,” said Toney, also a Boaz City Middle School gifted teacher.

“After the experience and the workshop that goes along with the flight, the teachers are excited and energized to go back into the classroom with new ideas for STEM lessons,” she said. “We don’t just fly the teachers and say, ‘Hope you enjoyed it’; we give them a

full array of lessons and materials to share with students.”

Lt. Col. Sam Snead of the Alabama Wing’s Maxwell Air Force Base Composite Squadron is known as the Top Flight “principal,” having flown about 30 teachers over the past three years.

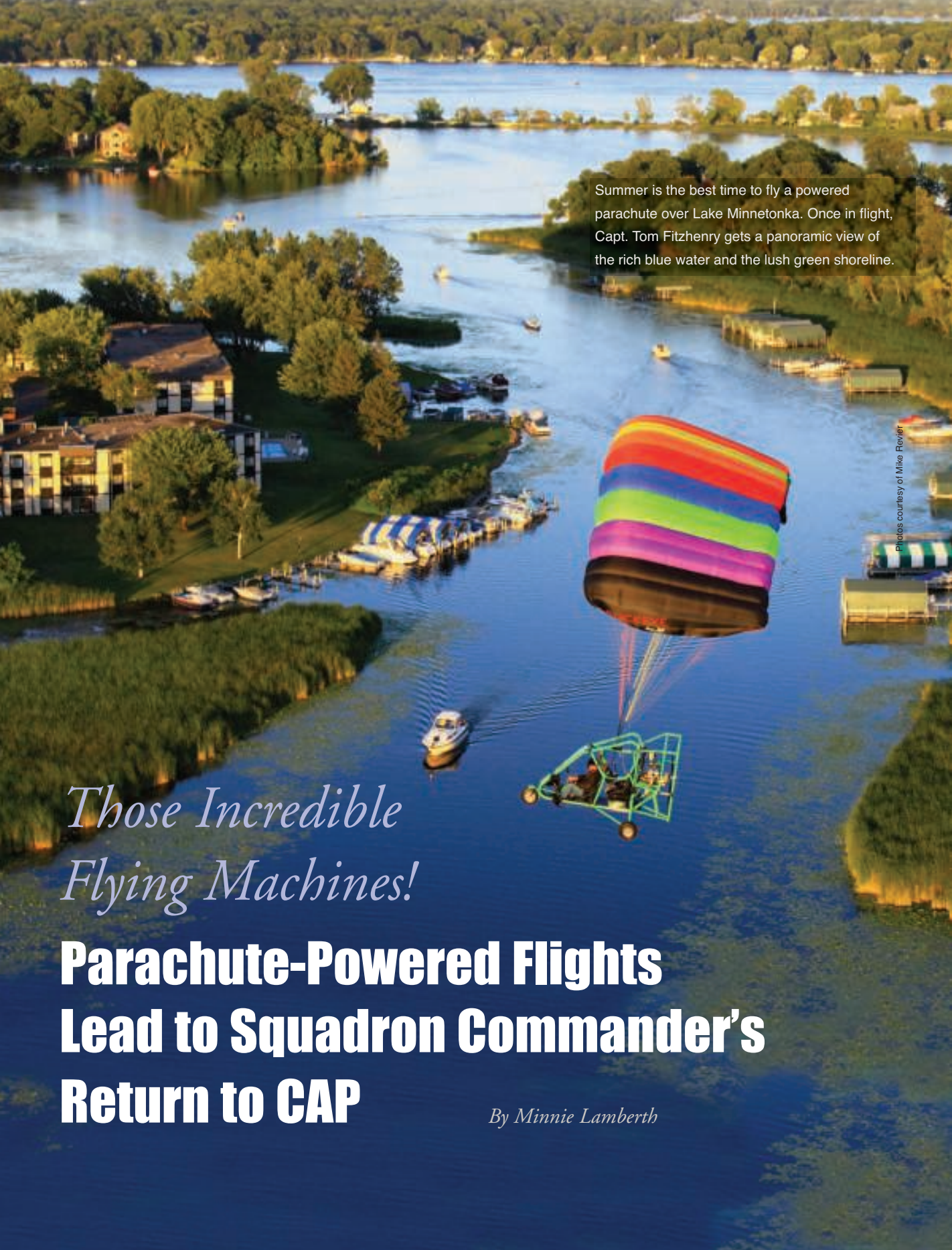
“I help the teachers motivate their students in

aerospace education by sharing my skills and imprinting my philosophy,” said Snead, adding, “They are excited about how the flight will connect in their classrooms.”

Any wing can conduct TOP Flights, and all CAP teacher members are eligible to participate. For more information about TOP Flights or any CAP AE program, visit www.capmembers.com/ae or contact ae@capnhq.gov. ▲



Maj. Lynn Toney, second from left, the Alabama Wing’s director of aerospace education, works with pilots to provide not only a unique flying experience but also free materials and professional development that ignite a new attitude toward teaching.



Summer is the best time to fly a powered parachute over Lake Minnetonka. Once in flight, Capt. Tom Fitzhenry gets a panoramic view of the rich blue water and the lush green shoreline.

Photos courtesy of Mike Reiver

*Those Incredible
Flying Machines!*

Parachute-Powered Flights Lead to Squadron Commander's Return to CAP

By Minnie Lamberth

Civil Air Patrol Capt. Tom Fitzhenry took an unusually long break from CAP.

“I came back after 40 years,” said Fitzhenry. “It only took me 40 years to go from soloing to getting a checkout as a CAP pilot.”

Fitzhenry was a CAP cadet when, in 1969, he attended the first Minnesota Wing flight encampment in Duluth. “I applied and got accepted into the very first one. They took us all the way to soloing in the aircraft. That’s where I learned to fly — through CAP,” he said.

Life intervened, though. Fitzhenry headed off for college, and when it looked like he was about to be drafted to serve in the Vietnam War, he joined the U.S. Navy, serving as an air traffic controller aboard an aircraft carrier.

After he left the Navy, Fitzhenry joined the Air National Guard and worked as the Radar Approach Control chief at Anoka County-Blaine Airport in Blaine, Minn. He also started to fly again through the local flight school. In the meantime, he worked for three decades as a police officer with the Richfield Public Safety Department’s Police Division.

Fitzhenry’s return to CAP came about through a renewed



COOLING A TIGER—Cadet Tom Fitzhenry receives the traditional sloshing with water after soloing at the recent Minnesota Wing Flying Training Encampment at Duluth, Minn. He was one of 35 cadets receiving his solo rating after graduating from the week-long course in flying. (Photo courtesy of the Minneapolis Star)

Above, *Civil Air Patrol News* from 1969 featured Cadet Tom Fitzhenry after a solo flight. Fitzhenry rejoined CAP 40 years later.



interest in flight. “I got into powered parachutes about five years ago,” he said, after seeing a display at the Minnesota State Fair. He later bought his own powered parachute and trained to use it under ultralight rules.

Then, while attending a Federal Aviation Administration seminar, he saw his old CAP flight instructor, Maj. Manny Block of the St. Paul Composite Squadron. The chance encounter inspired a renewed interest in CAP.

“I checked and found Lakeville was looking for pilots, and I joined,” he said.

Seeing that Block was still instructing pilots after all these years, Fitzhenry said, “showed me the commitment some have to CAP.”

After rejoining in January 2009, Fitzhenry’s circle was complete. “Forty years after my solo, I completed my check ride and became an official pilot with CAP,” Fitzhenry said.

Since then, he has participated in many missions to look for emergency locator transmitters and in practice exercises involving multiple agencies. He was appointed commander of the 130th Composite Squadron in Lakeville, Minn., in July 2010. ▲



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CAP's new Missouri Wing commander follows in father's footsteps

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



By Maj. Steven Solomon

Missouri Wing Group II Commander Lt. Col. Michael Smith briefs Col. Erica Williams on the day's flooding mission flights.

Y

You can't earn a ribbon or badge for taking someone under your wing, but Civil Air Patrol thinks being a mentor is so important that it's the subject of the final presentation members receive before completing the organization's Corporate Learning Course.

There is no better example of helping a protégé than when Col. Emmet Williams, commander of the Missouri Wing from 1991 to 1995, pinned the new wing commander — his daughter, Col. Erica Williams. Being her father and mentor is among the former North Central Region vice commander's capstone achievements.

"I first recognized her skills when she was a cadet commander, and I watched her organize

the local cadet squadron cadre,” Williams said, discussing his daughter’s progress in CAP. “Then I had the privilege of observing her manage three Missouri Wing winter encampments and organize the cadets for three wing conferences while she was the wing’s cadet programs director between 2001 and 2005.”

Erica Williams, who in 1999 earned CAP’s highest cadet honor, the Gen. Carl A. Spaatz Award, has held numerous other wing staff positions, including director of personnel, administrative officer, director of professional development and chief of staff. She most recently was the wing’s vice commander.

“My encouragement for her was to attend every training and academic opportunity available, beginning with her entrance as a cadet to the program in 1993,” her father said. “Her first exposure to CAP, of course, started many years before, when I was deputy commander for cadets at the local Saline County Composite Squadron.

“During the 1993 floods, as a new cadet, she ran the telephones and fax machines for me, filtering calls and taking messages for the incident command staff,” he said.

As a cadet, Erica Williams attended CAP’s Cadet Officer School and traveled to Switzerland with the International Air Cadet Exchange program. As a senior member, she served as the Saline County squadron’s deputy commander for cadets and as commander of the North Missouri Composite Squadron. She holds master ratings in the cadet programs, personnel and administration specialty tracks.

“The only pitfall I have warned her about, and this was done long before I knew she was considering becoming wing commander, was never to make any decision without obtaining all the information about the issue that she possibly could,” Emmitt Williams said. “Hasty decisions are usually not good decisions. And then, of course, I reminded her to make every decision, after I found out she was going to become the wing commander, following prayer.”

Erica Williams’ Civil Air Patrol honors and recognitions include the Exceptional Service Award, Meritorious Service Award with clasp, multiple commander’s commendations and the Gen. Benjamin

O. Davis Jr., Grover Loening, Paul E. Garber and Brig. Gen. Charles E. “Chuck” Yeager Aerospace Education Achievement awards. She was named Missouri Wing Senior Member of the Year in 2010.

She attended Truman State University in Kirksville, Mo., and graduated with a bachelor’s degree in history and a master’s degree in education with an emphasis in social studies. She holds teaching certifications in middle and high school social studies, as well as adult education and literacy. Previously a high school teacher, she is an adult education and literacy instructor at Algoa Correctional Center in Jefferson City, Mo.



Photo by Susan Schneider, CAP National Headquarters

When Col. Erica Williams was appointed commander of the Missouri Wing, she followed in her father’s footsteps.

“My aspiration to become a commander has never been so I could have a specific rank or title. It is to be of service to others,” Erica Williams said. “Honestly, I have always been a team player who worked hard at every job in CAP I have held, not with the goal of achieving the position of wing commander.

“This appointment is a continuation of my work to do the best I can and to improve the Missouri Wing,” she said.

Erica Williams assumed command in a ceremony at the Missouri National Guard’s Ike Skelton Training Site in Jefferson City. She was joined by her immediate predecessor, Col. Sean Fagan, now commander of the North Central Region, and Maj. Gen. Stephen L. Danner, adjutant general of the Missouri National Guard, who served as the event’s presiding officer.

Her father believes this is the first time in CAP’s history a father and daughter have both been commander of a wing.

What does Erica Williams think of that?



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

The Missouri Wing's new commander, Col. Erica Williams, works beside her father, Col. Emmit Williams, former wing commander and now North Central Region director of safety.

“As a cadet, I saw females appointed to the Missouri Wing and North Central Region commander positions, so this isn't new to me. It always seemed to be an option, if I put the work in, to prove I was prepared for the challenge of command.

“I think the future of CAP, in this regard, is the same as it was in the past. We always try to appoint the best to serve. As more women want to and do step up and serve, we will see more appointed.” ▲

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On a KC-135 refueling flight from Tinker Air Force Base, Okla., in November 2009, then-Cadet Senior Master Sgt. Graham André visits the cockpit for a conversation with the pilots.



Photos by Cadet Maj. Kaden André, Texas Wing

By Maj. Arthur E. Woodgate

CAP Cadet

Beats the Odds

Every 12-year-old joining Civil Air Patrol dreams of earning the Gen. Billy Mitchell Award, thus entering the cadet officer ranks as a cadet second lieutenant. On average, only 15 percent ever realize this goal. The requirements challenge the intellect, willpower and physical condition of each candidate, demanding excellence in all areas.

In spring 2010, a year and eight months after joining CAP at age 12, Cadet 2nd Lt. Graham André realized his dream. His achievement was impressive, because he had to pass all requirements as soon as he was eligible to do so. Since he was battling a serious medical condition through it all, his performance speaks highly of his intelligence, steadfast purpose and will to excel.

At age 9, perhaps because of an insect bite, though there is no proven cause for its onset, André contracted chronic recurrent multifocal osteomyelitis (CRMO), a very rare, difficult-to-diagnose condition that can affect children as young as 4. It manifests itself with symptoms of generalized pain, deep localized pain and limping and is often accompanied by high fever. In André's case, it was initially localized on his spine, though it has since involved his right hip, leg, ankles and two ribs.

Statistically, CRMO affects one in a million. But since the ratio is five girls to each boy, only one boy out of 6 million children will be affected. Intense clinical research over more than 30 years has yielded no apparent infectious agents. It seems to be an autoinflammatory process and may present various skin problems, including psoriasis, acne and pustules, either

with the condition or caused as a result of treatment.

André had planned to join CAP as soon as he turned 12, but a lengthy hospital stay for painful invasive tests and procedures caused a two-month delay. He learned about CAP through his older brothers, Kaden and Lincoln, who had joined the Texas Wing's Lakeshore Composite Squadron nine months earlier.

André's mother, Karen, a surgeon specializing in ophthalmic plastic surgery, was told initially by a local orthopedic doctor her son had a small fracture of the sacrum, probably from some unknown boyhood soccer injury. However, as his pain continued and after obtaining an MRI, she was quick to realize her ailing 9-year-old son needed more than routine medical care.

As she sought answers, she interacted as both mother and doctor with the specialists they encountered and combed the country and literature in search of a diagnosis and cure. She suggested the diagnosis herself, and it was confirmed, but only after two years of repeated surgery, biopsies and medicines did she find his current treatment ... though the cure is uncertain.

Generally, children spontaneously heal by the time they turn 15 or soon thereafter.

André's treatment and recurring painful and debilitating attacks were an ever-present reality as he excelled at his CAP studies, tests, fieldwork and the physical activities he was able to perform. Once, an acute attack landed him in the hospital for a two-week fight for his life.

Today, upon meeting him, the casual observer would take him for a carefree, healthy young teenager.

For almost two years as a CAP cadet, André led a secret double life of hospitals, clinics, medical treatments, support groups and medical research. Although he knew CAP has a policy of

acceptance of people with disabilities and chronic medical conditions, he accepted a waiver on some physical activities only because he was unable to perform them at all. As he kept the details of his problems basically private, he resolved to disclose them to everyone — at a time of his own choosing.

The day of his Mitchell award ceremony, when he was presented his numbered certificate and officially promoted to cadet second lieutenant, was also a big day for his two brothers, who received their Amelia Earhart Award certificates and were simultaneously promoted to cadet captain. An added bonus was his mother's previously postponed promotion to major, creating a real family event.

Texas State Sen. Bob Duell presented the award to Graham André, along with Rockwall Mayor Bill Cecil. Also present for the Earhart ceremony was then-Texas Wing Commander Col. Joe Smith.

André made public his health troubles at that time.

Normally, a squadron's promotion night attracts a few guests, but on the evening of the multiple promotions

far more nonmembers were present than usual. "Who are these people?" squadron members asked themselves. They were the medical workers, support group staffers, fellow sufferers, church members, family and friends who had come from near and far. They wanted to be with André, as they had followed the epic, four-year-long private battle he had been fighting against CRMO, refusing to give up.

At the conclusion of the Mitchell award presentation, his unit commander — then-



During the Lakeshore Composite Squadron's Rocketry Day in March 2010, then-Cadet Chief Master Sgt. Graham André fires a homemade rocket as Cadet Airman 1st Class Evan Pratt looks on.

Capt. Bill Schroder, now a major — said, “Cadet André, is there anything you would like to share?”

In a calm and measured voice, André told everyone in the room about his early childhood CRMO, the reason for his single rushed departure from a unit activity and his multiple exploratory surgeries. He thanked all for their trust, friendship and help. He spoke of the pain, his faith, the spiritual comfort, the rewards, the excitement, the camaraderie, the joy of being a normal cadet among many and his personal satisfaction at having worked with them. It was a memorable evening.

Today, Schroder describes the cadet as “pure determination. He is friendly, energetic and at the right stage of development for his age.” Was he concerned

about André’s medical issues? “Of course we knew he had a condition, but it was well-monitored, as his brothers kept an eye on him — and so did his mother, who is our medical officer. We felt there was very little risk, and he had a lot to gain by being a CAP member. He also contributed much to the squadron,” he said.

André has not changed since then. He still tries hard, garners awards for excellence, works at his home schooling, is progressing up the ladder in CAP’s cadet program and is working toward becoming a cadet public affairs officer. Recently, he was presented the Amelia Earhart Award, a distinction that carries with it promotion to cadet captain, an achievement only 5 percent of all CAP cadets attain. ▲



Then-Cadet 1st Lt. Graham André assists children participating in a 2010 Child Identification Kit project at the Rockwall County Aspasians Art Fair.

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Former CAP Cadet

Making Strides in Medical Community

Neurologist Finds New Life in Career Change While Continuing to Serve in Military

By Mitzi Palmer



Tara Mach Cook graduated from the University of Maryland School of Medicine on May 19, 2006.

Belonging to Civil Air Patrol can prepare young cadets for almost anything. For U.S. Air Force Maj. Tara Mach Cook, a former cadet in CAP's Maryland Wing, it helped build a solid foundation for her time at West Point and her new career in neurology.

ACTIVE DUTY

Cook, a former cadet in the Glenn L. Martin Composite Squadron, graduated from the U.S. Military Academy in 1995 with a degree in mathematics.

From 1995 to 2000, after receiving her commission from the academy, she became a signal officer in the U.S. Army. Her assignments included serving as a battalion signal officer, platoon leader and battalion logistics officer for the 3rd Infantry Division at Fort Stewart, Ga.

She was deployed with her platoon to Operation Desert Thunder in 1998 and a year later to Sarajevo, Bosnia-Herzegovina, where she served as battalion signal officer for the Allied Military Intelligence Battalion for Headquarters Stabilization Force.

CHANGING CAREERS

“While I liked what I did in the Army and was good at it, I was beginning to piece together all the reasons I truly wanted to be a doctor,” Cook said.

Her interest in the medical field was sparked during her time at West Point, she said, when she took such classes as basic anatomy, health, fitness, nutrition and first aid. But it wasn’t until one of her supervisors asked her why she didn’t consider going to medical school that she seriously looked into admission requirements and began her plan to switch career fields.

“However, at that time I was a senior and beyond the point I could change my major from mathematics,” said Cook, who said she was happy to continue on her current path and serve as an Army signal officer.

In 2001, she decided to separate from the Army and follow her medical school dream. She completed her post-baccalaureate studies as a nontraditional student at Towson University in Maryland while volunteering at the University of Maryland Medical Center’s world-renowned R. Adams Cowley Shock Trauma Center in Baltimore and working fulltime as a patient-care technician.

What Cook didn’t realize, however, was that she’d have an opportunity to return to the military as a physician.

“I thought that my decision to separate from the Army meant the end of my military career,” she said.

With the help of a U.S. Air Force health

The former CAP cadet credits Civil Air Patrol with laying the foundation for her career success. At one point, she served as a U.S. Army signal officer.



profession scholarship, Cook received her medical degree from the University of Maryland School of Medicine in 2006. She then served in the Air Force Reserves for four years while she completed her residency in neurology at the University of Iowa Hospitals and Clinics. She re-entered active duty in 2010.

The same year, Cook joined the Malcolm Grow Medical Center at Joint Base Andrews, Md., as chief of the Neurology Clinic.

In August, she moved to Joint Base Elmendorf-Richardson, Alaska, where she works as a staff neurologist.

Cook’s career goal is to become an Air Force flight surgeon and take care of pilots and the flying units. She is a member of the American Academy of Neurology and the National Society of Nontraditional Premedical and Medical Students Board of Directors.

CAP INFLUENCE

Cook said her involvement in CAP helped prepare her for her new career.

The organization “offers young people opportunities to expand their horizons beyond their community, especially those of us from families of modest means that could not otherwise provide opportunities themselves,” she said. “The national-level Cadet Officer School and International Air Cadet Exchange programs are great examples of this.”

She believes her experiences with CAP were one of the reasons she was accepted to West Point.

“I understood the concept of chain of command, basic leadership principles, drill and ceremonies and how to wear a uniform,” she said. “It provided the foundation I could build upon.”

Two of the mentors she remembers most are Anne Powers Harris and Glen Harris — key cadet leaders in the Martin Composite Squadron when she joined.

“They took me under their wing and taught me leadership at the ground level,” she remembered. “It brings tears to my eyes now thinking about how they mentored me, especially when I came as a stranger to a new squadron.”

Cook has a strong belief in the power of mentorship.

“Many of a leader’s subordinates may not be aware of

the opportunities available to them or how to achieve them,” she said. “Mentorship is a key foundation of my leadership style today, and I directly attribute that to the mentors I had in CAP.” ▲

Her Military Honors and Awards

- Joint Service Commendation Medal
- U.S. Air Force Commendation Medal
- U.S. Army Commendation Medal
- U. S. Army Achievement Medal
- National Defense Service Medal (bronze star)
- Armed Forces Expeditionary Medal (bronze star)
- Global War on Terrorism Service Medal
- Armed Forces Service Award
- U.S. Army Service Ribbon
- U.S. Army Overseas Service Ribbon (short tour)
- NATO Medal
- Parachutist Badge, U.S. Army Airborne School, honor graduate runner-up
- Air Assault Badge, U.S. Army Air Assault School

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Great Lakes

Earthquake drill tests Indiana, Kentucky members

INDIANA – Aircrews and ground team members from the Indiana and Kentucky wings teamed up with the Evansville/Vanderburgh County Emergency Management Agency for an earthquake training exercise, enabling the Civil Air Patrol members to sharpen their disaster recovery and search and rescue skills.

The training scenario involved a simulated 7.5 magnitude earthquake. Objectives included aerial photography of critical infrastructure, digital and analog communications relay and aerial search patterns, all designed to enhance disaster response capabilities for Vanderburgh County and beyond.

“The recent East Coast earthquakes renew the call for preparedness for natural disasters,” said Sherman Greer, EMA director. “We plan and prepare for these scenarios constantly, and this weekend we put our trained responders to the test.” >> 1st Lt. Lindsay Shipp



Photo by 1st Lt. Lindsay Shipp, Indiana Wing

Cadet Capt. Jarrett McGinness of the Indiana Wing's Bakalar Composite Squadron listens, along with fellow cadets, to instructions for ground team members participating in an earthquake training exercise.

Middle East

Maryland cadets exposed to Project Gemini's legacy in space flight program

MARYLAND – America's domination in the space race during the 1960s came alive for cadets invited to participate in a Maryland Air National Guard-hosted symposium focusing on Project Gemini. Astronaut Richard Gordon — the retired Navy captain who piloted Gemini XI on its three-day mission in September 1966, twice walked in space and, as pilot of Apollo XI, orbited the moon in December 1969 — was the featured participant in the event held at the Glenn L. Martin Maryland Aviation Museum. Apollo astronaut Edwin “Buzz” Aldrin also made a special appearance via video.

The morning session focused on Gemini's place in manned flight and the part Maryland played in it. The panel was led by Dr. Bill Barry, NASA chief historian, and featured Gordon; Dr. Mike Neufeld, Smithsonian National Air and Space Museum curator and specialist in early rocketry; Don Caldwell, a Lockheed Martin Propulsion Corp. engineer; and Harry Mettee, longtime Martin Marietta employee. Dr. Tom Jones, who flew on four shuttle missions as a NASA astronaut, led a later discussion that featured Gordon; Sam Mattingly, a contractor whose company, Environmental Research Associates, originated the use of water immersion to simulate the weightlessness of space for the purposes of preparing for spacewalks; and Ralph Strong, Westinghouse Electric project manager for the rendezvous radar used in space docking.

Maryland Wing members participated in the event at the invitation of retired Air Force Brig. Gen. Guy Walsh, former commander of the 451st Air Expedition Wing at Kandahar Air Field in Afghanistan. >> Air Force National Guard Master Sgt. Ed Bard



Photo courtesy of Maryland Air National Guard

Cadet Airman 1st Class Emmy Hoyt speaks with former NASA astronaut Dick Gordon as two other Annapolis Composite Squadron cadets, Cadet Airman Robert Preti and Cadet 1st Lt. Kateri Brown, wait their turn to meet the Project Gemini and Project Apollo veteran.

North Central

Small jet proved big hit for Minnesota students

MINNESOTA – The world's smallest jet turned out to be one of the day's biggest attractions when members of the Minnesota Wing's Anoka County Composite Squadron participated in a University Avenue Elementary School event held to showcase aerospace and aeronautics. Eight stations were set up, each offering information and aerospace-related displays for the magnet school's kindergarteners through fifth-graders.



Photo by Capt. George Supan, Minnesota Wing

Schoolchildren enjoy a chance to sit in a BD5J under Capt. Shelly Supan's guidance.

One of the stops featured Anoka County squadron members and a BD5J aircraft. Capt. Shelly Supan, former squadron commander, shared information about the micro jet, CAP and the organization's drug demand reduction program with more than 500 students throughout the day. The BD5J — a display model provided by Col. Thomas Theis, former Minnesota Wing commander — proved particularly popular. Everyone who saw it, adults included, wanted to sit in the world's smallest jet! Assisting Supan in answering questions about the aircraft were Capt. George Supan, the squadron's public affairs officer, and 2nd Lt. Kim Huso, assistant aerospace education officer.

Shelly Supan also told the students how important it is to be drug-free. She led a question-and-answer session and gave out red ribbons to those who gave correct answers. Supan recently helped recruit more than 25 new CAP aerospace education members from the faculty. >> Capt. George Supan

Northeast

Pennsylvania members help ensure smooth flight for 'Wings Over Pittsburgh'

PENNSYLVANIA – Civil Air Patrol members from western Pennsylvania once again responded with enthusiasm when the Air Force Reserve requested assistance with its 10th annual "Wings Over Pittsburgh" air show, sponsored by the 911th Air Force Reserve Station in Pittsburgh.

Spearheaded by Golden Triangle Composite Squadron 603, the CAP members' efforts included not just their contributions at the air show but also many months of meetings and preparation required by a regional event of such magnitude.

Cadets and officers provided VIP escorts for the Make-A-Wish Foundation, assisted with parking support and helped provide crowd control during aircraft ground movements. They also participated in the critical foreign object damage walk. After the public departed on the final day, they formed a line shoulder-to-shoulder with their Air Force counterparts and walked the entire aircraft movement area to search for loose debris and other foreign objects that could be sucked into aircraft engines.

In addition, CAP, with the Air Force's enthusiastic support, invited the FBI to conduct its Child ID program. Parents eagerly took advantage of the program; 700 children were photographed and fingerprinted.

Cadets and officers who staffed two recruiting stations reported a booming business from the crowd of approximately 200,000 over the two-day period. >> Maj. James J. Knights



Photo by Maj. James J. Knights, Pennsylvania Wing

Maj. Kevin Berry, Butler Composite Squadron 712 commander, gives a potential pilot pointers on the F-15 simulator.

Pacific

'Cadet airlift' meets Hawaii unit's call for orientation flights

HAWAII – When the Kona Composite Squadron needed to provide more than 20 orientation flights after experiencing a dramatic increase in new cadet members, a call for help went out to wing headquarters.

Col. Roger Caires, wing commander, responded by authorizing a “cadet airlift” and training day at Kona International Airport. Planes arrived from various islands flown by qualified pilots, ready to fly either cadets or mission scanner/observer trainees.

On the ground, in the Kona Composite building, a complete scanner and observer course was taught by 1st Lt. Seth Barker, operations officer for the Kauai Composite Squadron. Capt. Jim Bedient, commander of the Honolulu Flight, oversaw the cadets who rotated through the communications department.

As part of their training, cadets from the Kona, Maui and Wheeler composite squadrons kept track of seven aircraft during the exercise — on the ground, in the air and while refueling — and of crews needing ground transportation.

Meanwhile, cadets received orientation rides to Maui, where their planes landed at Hana Airport so they could switch seats for the flight back to Kona. Most had never been to Maui, so landing at a special place like Hana Airport — just a few miles from the grave of Charles Lindbergh — provided a special thrill. Most of the pilots made two cross-country flights before returning home to as far away as Lihue, Kauai. >> 2nd Lt. Tony Mitchell



Photo by Lt. Col. Paul Rollman, Hawaii Wing

Maj. Charles J. Bridgman, operations officer for Wheeler Composite Squadron, performs a preflight check with Cadet Basic Anthony Ward and Cadet Airman Basic Stephen Gonzalez of Kona Composite Squadron before their orientation flight.

Rocky Mountain

Wyoming cadets, officers introduced to nonpowered flight

WYOMING – Cadets and officers interested in the opportunity to fly without power headed to Wheatland, in the southeast corner of the state, for the Wyoming Wing's annual Glider Orientation Weekend. Twenty-four cadets received orientation flights in gliders from the Rocky Mountain Region's Glider Center of Excellence in Colorado.

Four Colorado Wing members — Lt. Col. Gerald Eberhart of the Thompson Valley Composite Squadron, Maj. Carl Keil and Capt. Bill Daniels of the Black Sheep Senior Squadron and Capt. Bob Lynn of the Boulder Composite Squadron — provided the gliders and tow planes. Also on hand were two Civil Air Patrol Cessna 182s from the Wyoming Wing, which were used to provide powered orientation flights.

“Cadets learned a lot about teamwork and situational awareness, safety and getting along with others,” said Capt. D.J. Sadler, deputy commander for cadets and aerospace education officer for the Wyoming Wing's Cloud Peak Composite Squadron.

The weekend's timing was perfect for Cadet Airman Basic Bowen Stovall, who had joined the Wheatland Composite Squadron only two days earlier. He summed up his first Civil Air Patrol experience with a single adjective: “Awesome!” >> Lt. Col. Susan McDonald



Photo by Lt. Col. Dennis Cornell, Wyoming Wing

Working to assemble a glider, officers and cadets lift a wing into place.

Southeast

New simulator heightens Florida cadets' aerospace experience

FLORIDA – A new two-axis flight simulator is adding an extra dimension to Boca Raton Composite Squadron lessons in aerospace and flight, as well as preparations for orientation rides. The equipment's monitor simulates a plane's cockpit and is complemented by a realistic joystick.

Cadets using the simulator have been impressed. "After that takeoff," one exclaimed, "I'm ready for my first flight!"

"I have over 5,000 hours in a plane, 400 in simulators," said Boca Raton's operations officer, Maj. Bill Bottle, a pilot during World War II. "Things like this simulator are the best way to keep kids motivated to fly." >> Cadet Chief Master Sgt. Zackery Macdonald



Photo by 1st Lt. Jackie Zarrilli, Florida Wing

Cadet 2nd Lt. Alex Falcone tries out the Boca Raton Composite Squadron's new two-axis flight simulator.

Southwest

Pilots refresh skills in New Mexico proficiency clinic

NEW MEXICO – Pilots from the New Mexico and Colorado wings refreshed their instrument flying skills and engaged in some friendly competition during the 2011 Top Gun instrument proficiency flight clinic held at Farmington's Four Corners Regional Airport. Flight training for the clinic, co-sponsored by the two wings, took place throughout the Four Corners area. In all, eight aircraft and 27 members participated, flying almost 70 hours.

"Instrument flying takes a great deal of training and patience and is a skill that must be practiced frequently," said Maj. Scott Zenonian, commander of the Farmington Composite Squadron. Instructors taught a six-hour ground school refresher course, followed by two days of flying. Each pilot, along with an instructor, flew a prearranged instrument route to local airports. The pilot was evaluated by the instructor and vice versa.

"It's all about mastering our aircraft and developing our situational awareness, all of which ensures fellow crew members can rely on the capabilities of their CAP pilot," said chief instructor Capt. Mark Hohle of the Colorado Wing's San Juan Composite Squadron. "The incredibly demanding environment that instrument flight presents is the best way to develop our pilots' skills."

At the end of the course, one pilot and one instructor were selected for the annual "Top Gun" award. They will be honored during a year-end banquet. >> Maj. Scott Zenonian



Photo by Capt. Mark Hohle, Colorado Wing

Pilots prepare to run "The Gauntlet," a prearranged instrument course with stops at local airports.

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 June, July, August, September and October.

Lt. Col. John A. McFarland	AZ
Lt. Col. Jeffrey A. Mueller	CO
Col. Earl B. Sherwin	CO
Lt. Col. Raymond H. Rosenberg	FL
Lt. Col. Phillip Zedonek	FL
Maj. Don R. Garrison	KY
Maj. Karl R. Katterjohn	MER
Maj. Stephen P. Cassani	MI
Lt. Col. David R. Smelser	MS
Lt. Col. Christopher L. Davidson	NC
Lt. Col. Daniel J. Miles	NJ
Lt. Col. Gordon A. Jobe	NV
Maj. Carol Lee Lynn	NV
Lt. Col. Lorick F. Fox	PA
Lt. Col. Randall L. Carlson	PCR
Lt. Col. Cynthia L. Merchant	SD



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 August, September and October.

Tiffany E. Jakowczuk	FL
Jason O. LaPre	MD
Robbert J. Olson	MD
Elizabeth R. Roberts	MD
Amanda M. Folberg	MN
Alexandra J. Cornejo	NC
Taylor A. Loving	NJ
Bethany J. Roczen	NY
Heather A. Treanor	OR
Daniel T. Fry	TN
Jamie M. Douglas	TX
Martin A. Beers	VA
Dominique D. Litchford	VA



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 August, September and October

Lt. Col. Alford Boyd	AL
Maj. James T. Gosnell	AL
Maj. Christopher C. Iddins	AL
Capt. James Kilgore	AL
Chief Master Sgt. Robert A. Loeber	AR
Lt. Col. Michael L. Casey	AZ
Maj. Azriel Gorski	AZ
Lt. Col. Daniel C. Gwaltney	CA
Maj. Robert J. Noble	CA
Lt. Col. Laurence G. Riddle	CA
Maj. Benjamin Schick	CA
Maj. William A. Wetzal	CA
Maj. Donald R. Bolles	CO
Lt. Col. Richard T. Maher	CO
Lt. Col. Michael T. McNeely	CO
Maj. Michael H. Mitchell	CO
Lt. Col. Dale A. Short	CO
Lt. Col. Ilya Winstien	CO
Maj. Gary E. Cornell	FL
Maj. Douglas E. Jessmer	FL
Maj. Ramon L. Nunez	FL
Lt. Col. Larry E. Wade	FL
Maj. Kelley Johnson	GA

Maj. Elise L. Whitworth	GA
Capt. Aaron J. Angelini	IL
Maj. Brad F. Rederer	IL
Maj. Philip E. Argenti	IN
Lt. Col. Nicholas J. Engel	IN
Capt. Krista L. Morisen	IN
Maj. Danny L. Phillips	KS
Maj. James E. Viney	LA
Maj. John G. Horvath	MA
Maj. Johnhenri R. Richardson	MI
Maj. David T. Coates	MN
Maj. Patrick A. Cruze	MN
Lt. Col. Gregory J. Sorenson	MN
Maj. Richard E. Albee	MS
Maj. David E. Danehower	MS
Maj. David A. Rogers	MS
Maj. Roxanne S. Sykora	NE
Maj. James S. MacKay	NHQ
Lt. Col. Michael Moyer	NHQ
Maj. Christopher R. Branam	NM
Maj. Peter G. Manos	NM
Lt. Col. Paul K. Fisher	NV
Lt. Col. Barbara R. Martin	NV
Maj. Paul E. Bronsdon	OH
Maj. Jerry D. Pearsall	OH
Maj. John Bezayiff	OR
Lt. Col. Gary L. Fleming	PA
Maj. James J. Knights	PA
Maj. Michael S. Lazaroff	PA
Col. Robert M. Bost	RMR
Maj. Charles A. James	TN
Lt. Col. Alexander G. Alvarez	TX
Lt. Col. James A. Bryant	TX
Lt. Col. Patricia L. Stanton	VA
Maj. Elbert K. Bates	WA
Maj. Lenora E. Bates	WA
Maj. Dave R. Franklin	WA
Lt. Col. Stephen D. Wallace	WA
Maj. Peter J. Arnold	WI
Lt. Col. Jeffery M. Thompson	WI
Maj. James Y. Perry	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 in August, September and October

Corey R. Fields	AZ
Michael Chung	CA
Alex N. Ramos	CA
Joseph Arora	CO
Jayson J. Beck	FL
Landon B. Meahl	FL
Nicholas S. Palczer	FL
Michael B. Chickvary	GA
Adam W. Wachholz	IA
Matthew W. Conner	ID

Samuel R. Chaverin	KS
Kienan J. McCusker	KY
Kristen S. Santos	MD
Holly A. Collings	MI
Timothy J. Hester	MS
Arlann A. Robinson	MS
Nicholas W. McKinney	MT
Justin T. McDowell	ND
Kailyn Chasse	NH
Bethany J. Roczen	NY
Elisha S. Bendele	PA
Lacy B. Gyger	PA
Jake R. Martin	PA
Angel Cruz	PR
Edmarie Cruz	PR
Zuleika Gelabert	PR
Stephen L. Lester	TN
Brian R. Roy Jr.	TN
Forest E. Allen	TX
John S. Gomez-Simmons	TX
Addison T. Jaynes	TX
Brian E. Perlman	TX
Robert H. Severance IV	TX
Martin A. Beers	VA
Jared L. Mast	VA



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