

Civil Air Patrol

April-June 2013



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His Life To Public Service

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Helps Ring In The New Year



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3 All Civil Air Patrol members are responsible for implementing the 2013-14 strategic plan, which is designed to position the organization to compete in today's global economy. Successful implementation requires members to do their part to move CAP forward at every level.

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ON OUR COVER

An F-16 sets up a cautious orbit above a CAP Cessna that has wandered into simulated restricted airspace near Washington, D.C., in a Fertile Keynote exercise. Intercepting CAP's single-engine aircraft helps the D.C. Air National Guard stay sharp for its busy air defense mission to protect the nation's capital. Such maneuvers were photographed recently by Aaron M. U. Church, a former CAP cadet who's now associate editor of *Air Force Magazine* and who rode along with a CAP aircrew to profile the mission for the magazine. Church called the assignment "a very surreal coincidence," as "it brought together CAP, my day job with the magazine and the Air National Guard unit I am now a part of." He added, "I have great memories of CAP and owe a lot to the mentors and experience I had as a cadet." Church was a member of the East Iowa Cadet Squadron from 1999-2006, ending his CAP career as a cadet major. His last assignment was as cadet vice commander of National Blue Beret in 2005. *Reprinted by permission from Air Force Magazine, published by the Air Force Association*

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.

Illinois unit carries out high-flying balloon project

The Illinois Wing's Fox Valley Composite Squadron applied the science, technology, engineering and math of high-altitude research ballooning to a six-month project that resulted in a three-hour flight and a 243-mile trip for their balloon's payload after a 12-mile ascent into the stratosphere. Three cadets and six officers — including Capt. Robert Gerber, Cadet Airman Colin Sullivan, Cadet Airman Basic Robbie Dozier and Chief



Photo by Capt. John Fletcher, Illinois Wing

Master Sgt. Jake Miller — launched the 3-foot-diameter sphere, with a custom-built half-pound GPS-tracking payload dangling beneath, at Kankakee Airport. Upon climbing 63,862 feet above sea level in two hours and 42 minutes and reaching a top speed of 138 mph, the balloon expanded to about 5 feet in diameter and then burst. Some 29 minutes later, it landed in an Oregon, Ohio, backyard.

Wings partner for orientation flights

When Virginia Wing Group 1's plans for a full Saturday of cadet orientation flights at Danville Regional Airport went awry because of aircraft repairs, officials turned to the neighboring North

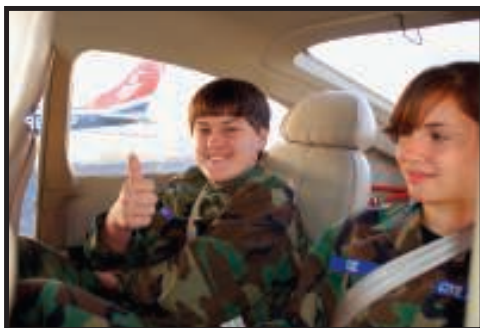


Photo by 1st Lt. Dave Hutcherson, Virginia Wing

Carolina Wing. After a last-minute call to North Carolina Wing Commander Col. Dave Crawford, three Cessnas and four pilots were in Danville the next day. With numerous officers from area units helping out by filling a variety of roles on the ground, the day wound up going according to the plan. By day's end, 82 cadets — including Cadet Airman Brandon Mullins of Danville Composite Squadron and Cadet Senior Airman Katie Kruse of Lynchburg Composite Squadron — had received orientation rides in six planes from both wings.

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Civil Air Patrol-U.S. Air Force Commander Col. Paul Gloyd, left, and CAP Chief Operating Officer Don Rowland meet in Rowland's office at CAP National Headquarters. Gloyd praised the Strategic Plan for holding everyone accountable and, in the process, ensuring CAP's progress and success.

Photo by Susan Schneider, CAP National Headquarters

CAP's 2013-14 Strategic Plan

*Today's Air Force Auxiliary
Driven by Technology, Relevance*

By Julie DeBardelaben

The destination is set and the road map charted. Now, all that's left is for Civil Air Patrol members to head in the same direction as full partners in CAP's immediate and long-term success.

With full implementation of CAP's new governance structure in January, the organization has streamlined its regulatory processes, strengthened the role of its leaders and positioned itself to continue to meet the nation's needs in the challenging fiscal environment that lies ahead. That was Phase I.

Phase II is implementation of CAP's 2013-2014 Strategic Plan, and it's also extremely important to the future of the organization.

"The Strategic Plan is the destination ... the vision, and the metrics CAP has established are checkpoints on the road map to help get us there," said CAP-U.S. Air Force Commander Col.

Paul Gloyd.

Developed as a joint project with input from CAP's Board of Governors, the Air Force and CAP, the Strategic Plan follows tried and true methodology used by corporations worldwide — analyzing strengths and weaknesses and using that information to drive development of goals and objectives. The result is a two-year plan with metrics for achieving six goals that emphasize funding; resources, skill and youth development; public awareness; aerospace education; and institutional excellence.

"The 2013-14 Strategic Plan is the most sophisticated and focused plan CAP has generated to date," said Brig. Gen. Richard L. Anderson, outgoing BoG chairman, noting the organization's 20-year focus on strategic planning.

"This is our flight plan for future success," he said. "It provides a well-reasoned and rational process for executing CAP's corporate missions and noncombat missions assigned by the secretary of the Air Force."

Gloyd said the plan is actually the equivalent of a contract between all members of the organization and the BoG. "It puts CAP in line with the way major corporations do business and ensures we are able to hold people accountable," he said. "It also helps ensure progress for the organization and positions CAP to compete in today's global economy."

The plan identifies impressive strengths.

"We are not your father's CAP," said Chief Operating Officer Don Rowland. "We have transcended that and are now a thriving corporation that is proactive, mature and technology-driven."

As a result, "CAP's image is that we are relevant and that we provide a great service and great value to our nation and to the unpaid professionals who make up our organization," he added.

Trust is another key word associated with CAP, Rowland said. "Trust relates to public perceptions about how well we manage our money, govern ourselves and perform the missions provided. Our unqualified audits, new governance structure and aerial photography expertise have brought us respect and high demand for our services nationwide, and the best is yet to come!"

The Strategic Plan's core value is education, said BoG member Bill Davidson, chairman of the committee that oversaw development of the plan.

Internally, the members, national staff and CAP-U.S. Air Force need to be brought up to speed on the plan and asked to do their part to help move it forward at every level in the organization, Davidson said, emphasizing, "This is critical to successful implementation."

Externally, the public needs to be better educated about CAP, as do the Air Force, elected officials and other members of the armed forces.

"Understanding what CAP does enhances our ability to continue our missions," said Davidson, adding, "Our greatest strength is our people and their ability to touch the lives of youth. We may suffer from budget



Brig. Gen. Richard L. Anderson presents the Gen. Carl A. Spaatz Award to Cadet Col. John H. Brennan of the Maryland Wing. Anderson, who has been affiliated with CAP's governance structure for more than three decades, helped guide development of the Strategic Plan.



BoG member Bill Davidson chaired the committee that oversaw development of the Strategic Plan. Here, he presents the Air Force Outstanding Career Service Medal and a Certificate of Service to Kat Simonton, former deputy to the deputy assistant secretary for Reserve Affairs, upon her retirement. Simonton participated in CAP's offsite strategic planning meetings.

cutbacks, which all agencies are starting to see, but as long as we have dedicated and committed volunteers (the biggest cost for government is manpower), we will be able to continue to provide outstanding service to our nation at significant cost savings. That is how CAP maintains its relevance."

Davidson predicts America will be more dependent on CAP's capabilities in the future. "Because of our nation's financial challenges, CAP's customer base could increase," he said, citing the organization's role in response to Hurricane Sandy last fall as a prime example. "CAP was called upon and members responded appropriately, providing valuable services not readily available otherwise."

"When our nation and neighbors have called, CAP has always been ready and willing to serve," said Maj. Gen. Chuck Carr, CAP national commander and CEO. "Accomplishing the missions when we are called ... that's the ultimate goal we are trying to achieve. If we are able to accomplish the mission, then we got it right!"

A copy of CAP's 2013-2014 Strategic Plan can be downloaded at http://www.capmembers.com/cap_national_hq/. ▲



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An advertisement for the Air Force Association (AFA). The top section has the text "Partners in Aerospace and STEM Education" with the AFA logo and the Civil Air Patrol logo. Below this is a photograph of a group of people in flight suits standing next to a young girl in a yellow shirt. The bottom section has the text "Are YOU a member of the Air Force Association?" and "For more information about the AFA, go to www.afa.org".



CIVIL AIR PATROL on WALL STREET

Officers, cadets ring in New Year at New York Stock Exchange

Civil Air Patrol was a focal point of attention during the bell-ringing ceremony at the New York Stock Exchange.

Photos courtesy of
Dario Cantatore/NYSE Euronext

By Steve Cox

M

Maj. Gen. Amy S. Courter, former CAP national commander, called it the bell heard 'round the world. It certainly seemed that way when a Civil Air Patrol contingent of more than 25 officers and cadets gathered at the trading room podium of the New York Stock Exchange on the first Friday in January to ring the opening bell that officially started the third day of business for 2013.

Their bell ringing brought unprecedented attention to CAP and the International Air Cadet Exchange Association, of which CAP is a member.

"It was a great day!" exclaimed National Commander Maj. Gen. Chuck Carr, who led the CAP members to the stock exchange's Wall Street offices, where they were welcomed by Gregg Krowitz, NYSE Euronext managing director.

CAP and the IACEA were front and center that morning, receiving a wave of media publicity even though the live televised bell-ringing ceremony lasted less than half a minute. It was featured on the NYSE Euronext website (<https://nyse.nyx.com/>) and on such television networks as CNBC, Bloomberg TV and Fox Business News, reaching millions of viewers worldwide.

“We were delighted to get this chance to tell more about our world-class public service organization, which has been performing missions for America for more than 70 years,” Carr said. “And, of course, it was exciting for all of us to actually be on the trading room floor and to look up at the ‘Big Board,’ and to be at the epicenter of our nation’s economy.”

Krowitz provided his CAP guests with a brief history of the New York Stock Exchange and its home, and he later presented commemorative coins to the group. Carr and the CAP team — which also included National Vice Commander Brig. Gen. Joe Vazquez and Chief Operating Officer Don Rowland — were then escorted from the executive boardroom to the bell podium, where they participated in a stock exchange tradition that now spans three decades.

Three CAP cadets from the New York Wing — Cadet Maj. Albaro Pillco and Cadet 2nd Lts. Estefania Collazos and David Saldana, all members of Flushing Cadet Squadron — officially rang the bell with Carr and Courter.

The stock exchange visit had been more than two years in the making,

Gregg Krowitz, center, managing director of NYSE Euronext, presented his CAP guests — from left, Chief Operating Officer Don Rowland, National Vice Commander Brig. Gen. Joe Vazquez, former National Commander and IACEA Board President Maj. Gen. Amy S. Courter and National Commander Maj. Gen. Chuck Carr — with a commemorative coin (inset).



with Courter first inquiring while she was national commander. Now board president of the International Air Cadet Exchange Association, she represented that organization at the bell-ringing ceremony. The IACEA is a 20-nation consortium that provides annual air cadet exchanges involving more than 500 young people worldwide, including CAP cadets.

After the bell-ringing ceremony, the CAP officers and cadets toured the trading floor and met with representatives of Knight Capital Americas LLC, who explained the workings of the stock market and how companies participate in trading activities. Mark Otto, a Knight Capital specialist and decorated U.S. Marine Corps veteran, also spoke to cadets about his transition from military service to Wall Street.

“From the trading floor today I witnessed incredible and advanced technology, and simultaneously I was reminded it is the people who make it all happen — people and cultures from around the globe,” said Courter. “Cultural appreciation is one of the benefits of IACE. International cadet exchanges, not unlike the New York Stock Exchange, have a positive impact beyond our corner of the world. On behalf of IACEA, I was deeply honored to help ring the bell this morning — the bell heard ‘round the world.”

Carr met with the cadets at the tour’s conclusion. The moment was not lost on Saldana, one of the official cadet bell ringers, who commented afterward that “being part



of this ceremony is something I still haven't come into realization with. It's one thing to ring the bell at the New York Stock Exchange, but another to meet both Maj. Gen. Carr and Maj. Gen. Courter at the same time."

Another cadet in attendance, Cadet Chief Master Sgt. George Bermudez of the New York Wing's Floyd Bennett Composite Squadron, said, "It was a great honor to be selected for this event. It was a once-in-a-lifetime opportunity. I know many other great organizations have been there as well, but it was great to see Civil Air Patrol getting the recognition it deserves." ▲

Capt. Robert Calviello, public affairs officer of New York

Wing's Suffolk Cadet Squadron 10, and Cadet Maj. Tianna Chin of the wing's Floyd Bennett Composite Squadron contributed to this report.

The CAP contingent at the New York Stock Exchange included Maj. Gen. Chuck Carr, CAP national commander and CEO, center, and his wife, Erena, far left; Brig. Gen. Joe Vazquez, national vice commander, and his wife, Lt. Col. Leslie Vazquez, far right; CAP Chief Operating Officer Don Rowland, second from left; Maj. Gen. Amy S. Courter, former CAP national commander, now International Air Cadet Exchange board president, fourth from right; Cadet Maj. Albaro Pillco, center, and Cadet 2nd Lts. Estefania Collazos and David Saldana, all of New York Wing's Flushing Cadet Squadron.



As SAR missions wane, CAP's air defense missions rise

By Kristi Carr

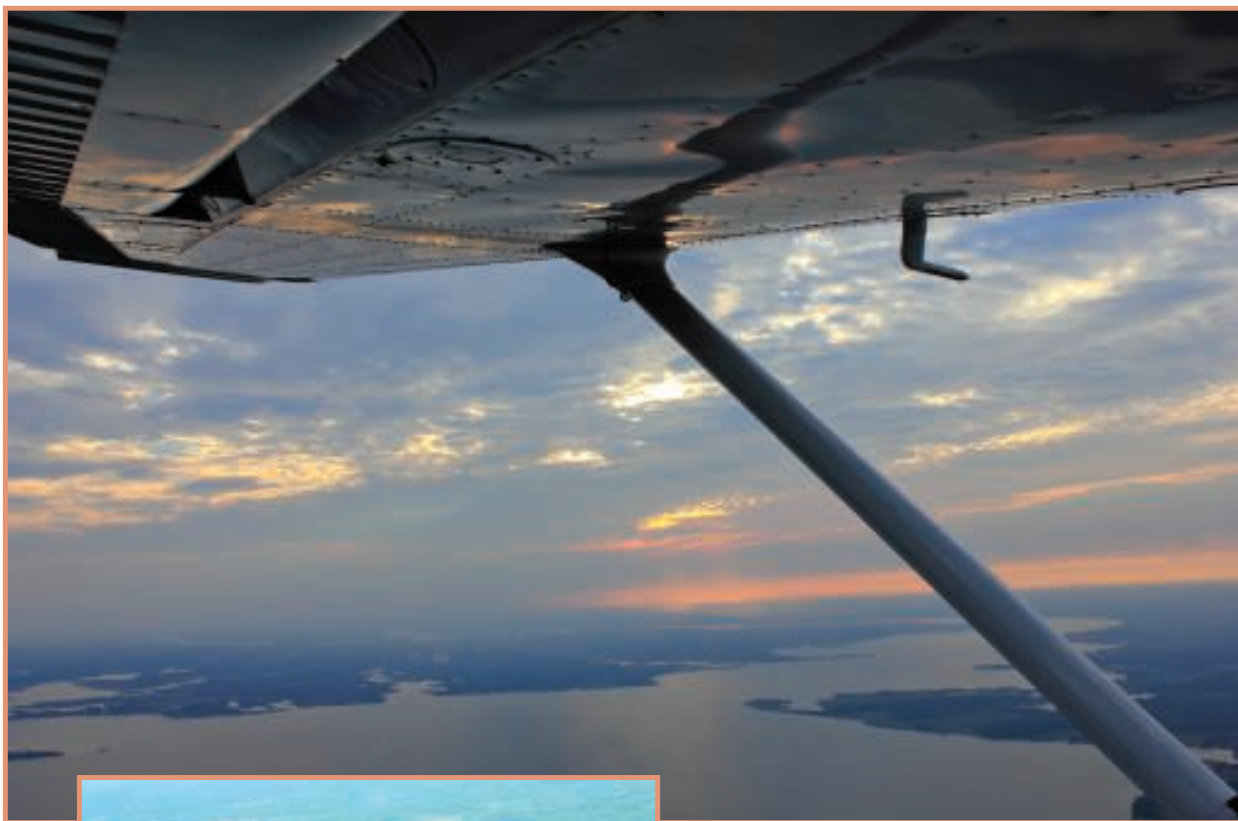


Photo courtesy of Aaron M. U. Church/Air Force Magazine



Photo by Capt. David Berget, Wisconsin Wing

An aircrew from Civil Air Patrol's National Capital Wing, aboard a CAP Cessna 172, enjoys this sunrise over the Chesapeake Bay before a Fertile Keynote exercise near Patuxent, Md. Acting as a potential "low and slow" threat to Washington, D.C., airspace, the lone Cessna is quickly intercepted by F-16s, like the one (inset) maneuvering to intercept a Wisconsin Wing aircrew.

With advances in safety and technology dramatically shaving the number of search and rescue missions, it might seem Civil Air Patrol members would have time on their hands. But CAP volunteers are busier than ever in the emergency services arena.

As SAR needs decline, other emergency services missions have been on the uptick. Disaster relief is one area where CAP is increasingly occupied. Consider the longest disaster response in the organization's history, set in motion by the 2010 Gulf oil spill, a manmade disaster, or the broad reach of last year's Hurricane Sandy, a natural disaster that required a coordinated, multistate response.

But the new kid on the block for CAP emergency services is actually homeland security — ironically, the same mission that launched the organization early in World War II, only to fade during peacetime.

It was the Sept. 11, 2001, terrorist attacks that reignited interest in CAP as an asset for homeland security. When almost all air traffic was banned across

the country, a lone CAP plane was dispatched over the World Trade Center in New York City a day after the attacks to take photographs of what remained. The mission and the photographs proved so helpful, CAP was propelled into becoming a specialist in aerial photography, an endeavor that has been successfully used by government officials and greatly improved upon in the intervening years.

But CAP's performance also served to pique the government's interest about other — proactive, rather than reactive — ways members might help keep the country safe.

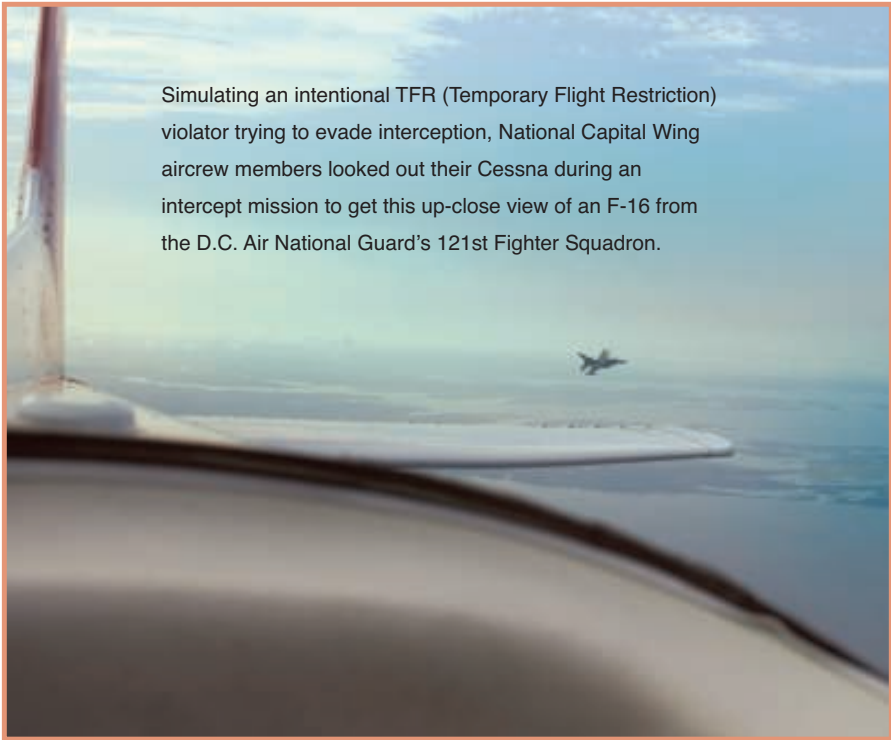
Intercepts 101

Good training has always helped ensure good results. That was evident during World War II, when CAP planes towed targets for the military to practice shooting. Today, CAP and military planes participate in intercept rehearsals, another form of target practice.

Intercepts are U.S. military or other governmental agency aircraft maneuvers designed to determine if a general aviation aircraft presents a threat to the nation's

public safety; this could mean forcing to the ground a plane that has intruded into restricted American airspace. CAP's role takes place in advance of any actual incursion, using the organization's small aircraft as mock targets in practice exercises with military planes.

An expanded intercept program became necessary post-9/11 when no-fly zones were established over particularly sensitive areas of the U.S., such as Washington, D.C., where today actual intercept scrambles occur, on average, once a day. A December 2012 article by Aaron M. U. Church, a



Simulating an intentional TFR (Temporary Flight Restriction) violator trying to evade interception, National Capital Wing aircrew members looked out their Cessna during an intercept mission to get this up-close view of an F-16 from the D.C. Air National Guard's 121st Fighter Squadron.

Photo courtesy of Aaron M. U. Church/Air Force Magazine

former CAP cadet who's now associate editor of *Air Force Magazine*, featured CAP's role in keeping up the intercept skills of members of the 121st Fighter Squadron of the District of Columbia Air National Guard, based at Joint Base Andrews, Md.

Noting how most real-world unauthorized airspace intrusions are by light civil aircraft, the article explains, "For more realistic training, (our) F-16s regularly fly against light aircraft, usually single-engine prop-driven Cessna 182s, flown by pilots of the Civil Air Patrol. ... Frequent practice scrambles have served to minimize response times."

The challenge is using the F-15 or F-16 fighters to corral a low-and-slow aircraft. With a CAP plane as bait, the fighter pilots learn to fly elliptical orbits around the slower plane as a way to more closely match the jets' high speed with the Cessna's relatively slow speed. The fighters, typically dispatched in pairs, also learn how to play off one another to effectively box in and guide the Cessna to an approved airfield outside the no-fly zone.

Often, the jet pilots also must make some judgment calls. While they're not provided any advance notice about the circumstances of the intrusion, CAP intercept aircrews do have a "script." The scenario could be one where the intruding pilot has simply become ill, but he might also be up to no good.

Other times CAP is asked to simulate a communications problem, as is often the case in real-life intercepts. If a radio call from a jet to the Cessna produces no verbal response, the next move is for the fighter pilot to radio the Cessna to see if its pilot can receive, if not produce, radio messages. If so, the Cessna pilot is asked to rock his plane's wings.

Lt. Col. Timothy Madden, operations group commander of the D.C. Guard's 113th Wing, is quoted in the *Air Force Magazine* article as saying, "Civil Air

Patrol is a great asset to have. They do a great job of simulating different (threats). ... You get the basics of blocking and tackling, going out there making the basic intercept, making sure you get your procedures right."

The D.C. Air National Guard averages 20 intercept practices each year with CAP, using aircrews from the Maryland, National Capital and Virginia wings and the Congressional Squadron.

CAP 1st Lt. Victor Sanguanboon, a member of the National Capital Wing's Arlington Composite Squadron, has completed 20 homeland security missions in the D.C. area, including the daytime Fertile Keynote and nighttime Falcon Virgo missions. First participating as a mission observer, he later qualified as a mission pilot.

When asked what it felt like to pierce the no-fly zone,

his first reaction was, "I hope I don't get in trouble!" In a more serious vein, he added, "There's an incredible amount of coordination required to conduct these exercises, so proper mission planning is essential. I feel these missions are of extreme importance to the defense of the nation's capital, and I feel privileged and honored to participate in them."

An increasing demand for intercept practices

While D.C. might be an obvious choice for intercept practices between CAP and the military, these exercises occur on a consistent basis across the country. Requests are initiated by a specific Air National Guard unit and forwarded through the North American Aerospace Defense Command's Eastern or Western Air Defense sectors to CAP's National Operations Center and 1st Air Force, which must approve the mission. Such requests are on the increase.

Over the last five years, CAP's intercept mission totals



Using his iPad, Maj. Mark Berget, left, coordinates a Wisconsin Wing intercept mission with 1st Lt. Brian Wells.

Photo by Lt. Col. Harold Moe, Wisconsin Wing

have risen from 140 to 214 — more than a 50 percent increase. The number peaked in 2011, with 260 conducted. The results vary from one CAP region to another. During those five years, for example, the Rocky Mountain Region saw a significant decline, while Great Lakes Region intercept mission requests doubled. With 56, the Middle East Region — which includes Washington, D.C. — flew the most intercept practices in 2012.

In California, Lt. Col. Joe Chizmadia, the wing's deputy director of operations for Air Force support missions, had two intercept practices, just a week apart, in January. In the first, the script called for a disgruntled employee bent on suicide in a stolen plane; a week later, the CAP aircrew took on the role of drug runners.

A growing business

Chizmadia sees intercepts as a growing business for CAP, but he noted the requests lie entirely with the Air National Guard units when it comes to frequency and scenarios.

CAP aircrews chosen for intercept flights need not be former Air Force, but Chizmadia said he selects senior pilots with experience on missions who are qualified for search and rescue. "Another common thread for our aircrews," he said, "is the members are very patriotic and find the intercept practice missions extremely satisfying in their desire to help protect our country."

Lt. Col. Dave Odette, the Minnesota Wing's incident commander for intercept missions, gets requests through CAP's National Operations Center. The missions may be either Amalgam Dart SPINS (special instructions) developed by NORAD, Fertile Hawk SPINS developed by the Western Air Defense

Sector or Keynote missions developed by the unit. Odette's first concern is to make sure the wing can perform the sorties outlined.

"The CAP flight crew must be professional in its communications and flight skills," he said, "as multiple federal agencies are participating or observing. The crew must maintain a steady flight path as identified in the SPINS, be on time and manage multiple-channel radio communications."

He continued, "Most of our members are interested



Photo by Lt. Col. Harold Moe, Wisconsin Wing

Besides assisting in a special homeland security exercise along the Canadian border for 1st Air Force and the Eastern Air Defense Sector, the Wisconsin Wing averages about two intercept exercises each month with the local Air National Guard, said Lt. Col. Denese Helgeland, the wing's director of operations and incident commander for intercept missions. Members were at it again early this year, with Maj. Mark Berget, above, of LaCrosse Composite Squadron conducting a preflight check before putting Air National Guard pilots to the test. Targets for potential airspace threats in the Great Lakes Region range from sporting events with professional teams on the field and fans packing the stands to a nuclear power plant and the U.S.-Canada border.

in being a part of this training and seeing a fighter come alongside their CAP aircraft. The majority of these missions are conducted during the week, and it is common for those members with jobs to use their vacation time to participate."

In addition to a flight crew of at least two, intercept exercises also include a CAP mission base staffed by an incident commander and other wing staff members.

Odette has led intercept missions involving up to four active CAP aircraft. Besides the time devoted to the actual exercise, CAP members go through both a pre-exercise briefing, typically via conference call, and a post-exercise debriefing.

Though Odette noticed a recent slowdown in the number of Fertile Keynote requests, the Minnesota Wing still participated in intercept training an average of once a month before September 2012. And while the exercises may take place in Minnesota, he said, "The military pilots we are training are deployed all over the world, and their training goes with them."

Sometimes special events of national significance are the catalyst for intercept-related requests to CAP. In advance of Super Bowl XLVII in New Orleans' Mercedes-Benz Superdome, WADS requested an intercept mission from the Louisiana Wing, and wing members also helped notify area airports of the temporary no-fly zone that would be in effect to protect that venue and the more than 70,000 in attendance.

Predictions for the future

Referring to the assets CAP has amassed to provide search and rescue, Chizmadia said, "CAP already has aircraft and trained personnel. If it's not needed as much for SAR, it's important that we use our resources then for other benefits to America and do not allow them to atrophy."

Brig. Gen. Richard L. Anderson, former chairman of CAP's Board of Governors, thinks finances also may be a factor in nudging CAP more and more into homeland security missions. In a Jan. 7 podcast interview with AVweb's Russ Niles, Anderson said, "My intuition tells me that, more than likely, CAP is going to have to broaden the kind of missions it performs for the Air Force as the Department of Defense downsizes. ... CAP is probably going to receive a set of cuts, but, by the same token, because the Air Force has received substantial cuts, I see a strong likelihood that the Air Force may use CAP in the performance of some missions in the future that it doesn't perform today." ▲

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Beyond intercepts

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As the old adage goes, “There’s more than one way to skin a cat.”

Besides intercepting an airspace intruder, missiles are another, more immediate option — one that also involves CAP in the training phase.

Akin to intercepts, missile defense was also put on the fast track after 9/11 with added layers of complexity, often simultaneously involving numerous branches of the military and multiple locations. If the details sound like they’re overloaded with acronyms and a confusing array of agencies and organizations, it’s because they are. Although several exercise names have been used for these type practice missions, the latest from the U.S. Army is dubbed Exercise America’s Shield.

Yes, that’s right — the Army. CAP might be the official auxiliary of the U.S. Air Force, but as the threats and responses grow more complex, so do the solutions. CAP has participated with the 263rd Army Air and Missile Defense Command to give the unit practice in detecting, identifying, tracking and intercepting potentially threatening airborne missiles or aircraft.

The next America’s Shield exercise with CAP is scheduled this month with the North Dakota Wing. Planning went on for months and included a site survey of the exercise area, a face-to-face meeting to discuss airspace planning and a string of other meetings. The wing will provide airborne targets for the 263rd, which this time is training members of the 1-188th Air Defense Artillery Unit of the North Dakota National Guard so the 1-188th can, in turn, perform its mission in support of the D.C. area’s Integrated Air Defense System.

Wing Commander Col. William Kay said, “I have been working with the wing’s director of operations, Capt. Brian Bostad, and 1st Air Force’s Russell White to develop the target matrix. Due to the lack of reliable FAA radar service in the exercise area, it is vital that specific procedures and controls are in place to safeguard all aircraft, including normal civilian and exercise aircraft.”

Robert MacNaughton, airspace/air power planner for the 263rd, said CAP provides excellent training value: “While we work with numerous agencies to provide aircraft for training, CAP has always met or exceeded our requirements. CAP pilots and personnel are true professionals. The 263rd looks forward to a continued relationship with CAP for many years to come.”

While Kay acknowledges the North Dakota Wing has never participated in this particular exercise before, the wing had previously provided an airborne target in an exercise to help evaluate the Western Air Defense Sector’s alert force capability. “Although the North Dakota Wing is a small wing,” Kay said, “our volunteer pilots and crews are no less willing and ready to provide whatever assistance we can. We want to help give our active-duty and National Guard brethren realistic training.”

Other defense missions for CAP that are gaining ground include approach control radar verification, which uses CAP aircraft to help Air Force air traffic controllers calibrate their equipment, and low-level surveys, which identify antennae, silos, towers and other ground equipment protruding into the air and potentially causing harm to military aircraft.

Then fold in training for military personnel using CAP planes outfitted with equipment that mimics the Air Force’s MQ-1 Predator and MQ-9 Reaper. These unmanned aircraft provide real-time data to U.S. service members on the ground.

Stay tuned, because it seems clear CAP is just getting started in its renewed effort to provide proactive defense of the homeland. ▲

Background: F-16s with the 121st Fighter Squadron prepare to launch at Joint Base Andrews. The alert facility sits just off the runway, allowing fighter pilots to take off as quickly as possible in response to a potential threat.

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Department of Defense budget cuts are not new news, nor is their effect on Civil Air Patrol. The nation's fiscal uncertainty has, by necessity, colored every facet of CAP's operations. We have now entered the third straight year operating under a continuing resolution, and though our funding was fully restored in 2011 and 2012, the likelihood of that happening again in 2013 and beyond is uncertain.

This year's continuing resolution has reduced DoD's 2013 spending request by \$11 billion.

In the meantime, sequestration — a \$500 billion cut in defense spending over the next decade — continues to capture national headlines. CAP is, of course, affected by these cuts. As a result, the CAP of the past cannot be the CAP of the future.

CAP depends heavily on the federal budget for its operations, so in order to remain viable and relevant, CAP, like all of DoD, has been forced to make some very hard decisions. With the certainty of reduced resources on the horizon, CAP must make the necessary adjustments to work "lean and smart" with the allocations provided.

One adjustment that's making a huge difference is the addition of a development director at CAP National Headquarters. CAP's development program embraces all elements of solid planning, including annual giving, major gifts, endowments, annuity trusts, wills and bequests, as well as special fundraising events and recognition programs. Some CAP members who served admirably throughout their lifetime have chosen to benefit the organization upon their death through this program.

For more information about CAP's development program, visit www.capmembers.com and click on the "donations" link or contact Skip Dotherow, director of development, at 877-227-9142, ext. 225.

Don Rowland

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

Chief Operating Officer
CAP National Headquarters

CyberPatriot V

Colorado Springs cadets again lead CAP field in competition

Photo by Maj. Chris Roche, Maryland Wing



Photo by Capt. Bill Blatchley, Colorado Wing

CAP National Commander Maj. Gen. Chuck Carr, fourth from left, poses with members of the Colorado Springs Cadet Squadron CyberPatriot team – from left, Capt. Bill Blatchley (team coach), Cadet Tech. Sgt. Victor Griswold, Cadet 2nd Lts. Kyle Fields and Carlin Idle (team captain), Cadet Senior Master Sgt. Christopher Ottesen and Cadet Chief Master Sgt. Darius Hines-Cross. With them are Lt. Col. Michael McNeely, deputy commander of the Colorado Springs squadron, and Brig. Gen. Burke E. “Ed” Wilson, deputy commander of Air Forces Cyber at Fort Meade, Md. Wilson presented the All Service Division awards, which included a Best in Service Award given to the Colorado Springs team as top scorer of the three CAP teams competing in the finals.

The day before the championship round, two members of the Colorado Springs squadron team, Cadet Chief Master Sgts. Darius Hines-Cross, left, and Christopher Ottesen, get a chance to check out the hardware and software they would be using in the competition.

By Steve Cox

Three cadet teams from the Colorado, South Dakota and Ohio wings represented Civil Air Patrol at the finals of the Air Force Association's CyberPatriot V: The National High School Cyber Defense Competition. Cadets from the Colorado Springs Cadet Squadron, the Big Sioux Composite Squadron in Brookings, S.D., and the Youngstown ARS Composite Squadron in Ohio earned their way back to the national finals to compete face-to-face against 11 other All Service Division teams from across the United States.

The Colorado Springs team — the defending CyberPatriot IV All Service Division champion from 2012 — again led the CAP field in 2013, capturing a Best in Service Award as the top scorer among the three CAP teams in the national finals. The Big Sioux squadron team, which won the first cyber forensics challenge last year, finished first this year in the Cisco Networking event, a new component of the competition in which teams were timed and scored on their ability to operate and secure a basic network.

The Commander-in-Chief's Cup in the All Service Division was presented to the Marine Corps Junior Reserve Officer Training Corps' Marine Military Academy of Harlingen, Texas.

Civil Air Patrol was in the spotlight throughout the championship round, with each team defending its virtual networks against simulated cyber attacks from a

professional aggressor team made up of cyber security experts from CyberPatriot's industry partners.

"I'm so proud of these cadets," said CAP National Commander Maj. Gen. Chuck Carr. "These young men and women represent all that is good about Civil Air Patrol and its youth development program."

Just getting to the championship round was a huge accomplishment, as a record 1,225 teams from all 50 states, U.S. Department of Defense Dependent Schools in Europe, the Pacific and Canada registered for the two-track competition. In all, 806 teams filled the All Service Division while the rest came from public, private, parochial and home schools competing in the Open Division.

CAP squadrons accounted for 261 of the All Service Division teams, representing a 20 percent increase over the number of CAP teams competing last year. The rest of the field was made up of students from the Junior ROTCs of the U.S. Air Force, U.S. Army, U.S. Marine Corps and U.S. Navy, as well as U.S. Naval Sea Cadet Corps programs. CyberPatriot V also brought an international flavor to the competition with two Canadian teams from Manitoba competing parallel to the American teams as international exhibition teams.

Established in 2008 by the AFA, CyberPatriot was created to inspire high school students toward careers in cyber security or other science, technology, engineering and mathematics (STEM) disciplines critical to the nation's future. CyberPatriot's presenting sponsor is the Northrop Grumman Foundation and the founding

South Dakota Wing's Big Sioux team takes inaugural Cisco Networking Award



Photo by Maj. Chris Roche, Maryland Wing

Members of the CyberPatriot team from the South Dakota Wing's Big Sioux Composite Squadron — from left, Cadet Senior Airman Chris E. Dinnel, Cadet Chief Master Sgt. Simon Pulscher, Cadet 1st Lt. Joshua L. Klosterman (team captain), Cadet Staff Sgt. Brianna Lynn and Cadet Chief Master Sgts. George James Skon and Tyler D. Gross — gather for dinner at the CyberPatriot V awards banquet. The cadets later learned they had won the inaugural Cisco Networking Award.

partners are Science Applications International Corp. and the Center for Information Assurance and Security at the University of Texas-San Antonio.

"In today's hyper-connected world, the security of all of the computing systems involved is critical to the nation's infrastructure and defense," said Maj. Paul Creed III, coach of the Youngstown ARS squadron team.

"CyberPatriot prepares the next generation for that defense."

The importance of the competition was not lost on the cadets participating in this year's finals. "Cyber security is a crucial issue our nation must address," said Cadet 2nd Lt. Carlin Idle, captain of the Colorado Springs team. "Every day thousands of attackers attempt to break into

government agencies, civilian corporations and private homes. It is important to train this generation to be able to protect and defend against cyber attacks."

Idle, a member of the CyberPatriot IV championship team, said the program allows high school students to exercise their cyber-defense skills in intense realistic competitions. "The skills learned in CyberPatriot open up internship opportunities, job opportunities, scholarships and military and civilian careers," he said.

"The opportunities the cadets have because of the CyberPatriot program is phenomenal," said Capt. Bill Blatchley, coach of the Colorado Springs team. "Once participants reach college, they will already have a solid foundation on which to build. If they continue their studies and graduate into the workforce, these students will be very prepared with advanced certification and the knowledge to defend computers and networks."

The CAP coaches marveled at their cadets' accomplishments.

"The team came back from last year's nationals pretty motivated and started training in May and held regular CyberPatriot meetings in June, and they were still working hard all the way to the finals," said Big Sioux squadron coach Capt. Shannon Hofer. "The team met with experts throughout the state and area Collegiate Cyber Defense

Competition teams, learning as much as possible. I'm proud of their dedication and self-motivation."

"To advance to the national finals for the second year in a row demonstrates the commitment the cadets of the Youngstown ARS Composite Squadron have to the

security of the nation's computing infrastructure," Creed said. "I am incredibly proud of them."

Blatchley was proud to see three former team members step up to mentor other local CyberPatriot teams. "It really shows how the program not only teaches the basics of cyber security but also builds on their CAP leadership skills," he said.

One of those former team members, Cadet Maj. Thomas Jessop, competed in CyberPatriot II and served as Blatchley's assistant coach for CyberPatriots IV and V. As a sophomore in computer security at the University of Colorado at Colorado Springs, Jessop already has experience

working as a network engineer for Lockheed Martin's Information Systems & Global Solutions Defense Division.

"I continue to participate in the CyberPatriot competition because I want to inspire the competitors to look into cyber security as a career," Jessop said. "I have learned a great deal about cyber security by working with teams through the CyberPatriot competition."

Blatchley, looking ahead to CyberPatriot VI, said, "It certainly is a privilege to teach and train these cadets. I look forward to helping them as they establish themselves as the next generation of teachers and cyber experts."

The week before the national finals, the CyberPatriot commissioner, retired U.S. Air Force Brig. Gen. Bernie Skoch, announced that more than 300 teams were already pre-registered for CyberPatriot VI.

That announcement piqued the interest of Carr, who said, "We'd like to see at least 300 CAP teams participating in the next competition."

To pre-register for CyberPatriot VI, visit www.uscyberpatriot.org. Information is also available from the CyberPatriot staff at info@uscyberpatriot.org. As an introduction to cyber security, prospective teams can check out CAP's Cyber Security module found at www.capmembers.com/ae. ▲



Photo by Maj. Paul Creed III, Ohio Wing

Members of the Youngstown ARS CyberPatriot team, from left, Cadet 1st Lt. Austen Peters, Cadet Tech. Sgt. Sean Beatty, Cadet Staff Sgt. Brian Hunter, Cadet 2nd Lt. Andrew Stoneburner (team captain) and Cadet Capt. Megan Beatty, work together during the network design portion of the championship round.

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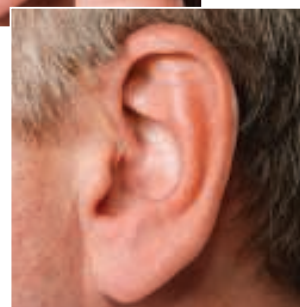
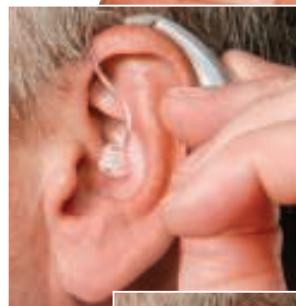
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Humility, honor, selfless service

First Spaatz award winner, Col. Doug Roach, dies

By Paul F. South

A

As a combat pilot, U.S. Air Force Col. Doug Roach flew more than 500 missions through the violent skies of North Vietnam.

As a longtime congressional staffer on the House Armed Services Committee, he worked behind the scenes as a tireless advocate for the Air Force and its men and women. On Capitol Hill, he earned a



Air Force Thunderbird pilot Doug Roach (inset) sits at the controls of his F-4 Phantom, which the aerial demonstration team flew while he was a member from 1973-75. Roach flew Thunderbird No. 6 in 1973 and served as logistics officer. Here, far left, he poses with his teammates.



Photos courtesy of Michael Jacobsson

reputation for doing what was best for the nation, regardless of the political party.

In Civil Air Patrol, Roach made his mark as not only a former cadet in the Michigan Wing but also as the first recipient of the Gen. Carl A. Spaatz Award — the highest achievement a CAP cadet can attain.

Doug Roach died Jan. 11 of complications related to cancer, leaving behind a legacy of humility, honor and selfless service. He was 70.

At the time of his death, Roach was staff director for the House Armed Services Subcommittee on Tactical Air and Land Forces.

“America lost a selfless servant and true hero,” said U.S. Rep. Howard “Buck” McKeon (R-Calif.), House Armed Services Committee chairman. “Doug Roach was more than a member of my staff; he was an institution.”

For his part, Roach never trumpeted his accomplishments, friends said.

“Doug was always looking forward. He did not dwell on the past much,” said Col. Larry Trick, former Spaatz Association head and former Maryland Wing commander. “He did not talk a lot about his accomplishments, so some of them may never be known.

“He once told me he actually flew 602 combat missions in Vietnam but he only counted 516. He also was key to developing the smart weapons we use today.”

Roach flew at Eglin Air Force Base, Fla., testing the first guided bombs that were later used in Vietnam. Later, he flew with the Air Force’s elite demonstration

team, the Thunderbirds.

“We’ve lost a great patriot,” said Beth Dunn, a former CAP staff member at the organization’s National Capital Wing and also a former Spaatz Association president.

“Doug put his country first, regardless of who was running things. The last time I spoke with him he shared how honored he was to keep his leadership position when the Democrats took control of the House. As a Republican staffer he should have been replaced as director but was retained, very much a rarity, owing to his abilities and dedication to the work.”

“I will miss Doug.

He was an amazing man,” she said.

In his work in Congress, Roach could pepper the air with salty language in heated discussions over policy, but his *Roll Call* obituary revealed a softer side.

“He was the same sweetheart who secretly left Godiva chocolate Santas and Easter bunnies (and, last year, Thanksgiving turkeys) on the desks of all the women who worked for HASC,” one senior aide noted. “They weren’t supposed to say ‘thank you’ because they weren’t supposed to know who left them, but they always made the women smile.”

Roach was born Nov. 18, 1942, in Romulus, Mich. He earned a bachelor’s degree in government at the University of Michigan and a master’s degree in national security studies from Georgetown University. He is survived by his brother, Jarmin. ▲



Photo courtesy of David Olds

Michigan Wing Commander Col. Leo Burke accepted a Special Tribute to Col. Doug Roach from State Rep. Douglas Geiss, left, and State Sen. Hoon-Yung Hopgood. In addition to Geiss and Hopgood, the document celebrating Roach’s exemplary service to America was also signed by Michigan Gov. Rick Snyder. Hopgood and Geiss, who both represent the city of Romulus, wanted to honor Roach, since he was originally from their district.

57th Presidential Inauguration

CAP delivers service, sacrifice and skills

By Kristi Carr



The U.S. Army Old Guard Fife and Drum Corps marches in front of the Presidential Reviewing Stand on Pennsylvania Avenue during the 57th Presidential Inauguration.

As part of President Barack Obama's inauguration celebration, the White House encouraged service to community for all Americans. A message already heard loud and clear by members of Civil Air Patrol, this time it meant service to the inauguration itself for the National Capital Wing.

"The geographical location of the National Capital Wing is unique, positioning us at the heart of our nation's seat of government," said Lt. Col. Paul S.

Cianciolo, the wing's public affairs officer. "It is not something we take for granted, however. Every day our members strive to serve with honor and distinction."

IN D.C.'S EMERGENCY OPERATIONS CENTER

The 57th Presidential Inauguration in January marked the second time CAP had a desk for this event in the Emergency Operations Center, a hub established by the District of Columbia Homeland Security and

Emergency Management Agency to coordinate security and communications in times of actual or potential danger. A memorandum of understanding between that agency and the National Capital Wing was signed in December 2008 to give CAP a presence in the EOC, along with other governmental organizations, emergency service providers such as police and firefighters and the numerous power companies that serve the district.

This year, CAP officers took 12-hour shifts for four full days, said Lt. Col. Bruce Heinlein, the wing's emergency services officer.

Surrounded by large-screen TVs and communications equipment such as telephones and CAP radios, Heinlein said, "Our job was to wait for the unexpected."

While the unexpected thankfully did not occur, CAP stayed true to its motto: *semper vigilans*, always vigilant.

"We have become an integral part of this EOC," Heinlein said. "Just being here helps CAP become a known quantity."

BEFORE THE INAUGURAL PARADE

Cadets, backed by CAP officers, also had the privilege of being a part of the inauguration. Hailing from the Mount Vernon Composite, Andrews Composite, Fairfax

Composite, Challenger 1 Cadet and Tuskegee Cadet squadrons, they were stationed at Joint Base Andrews, Md., for their mission to help get parade participants from the Air Force District of Washington off to a good — not to mention early — start.

At their posts at 1 a.m. Jan. 13 for a practice run, cadets passed out brown bag breakfasts to about 500 U.S. Air Force members. With such an early start, they pulled an all-nighter, not hitting the sheets until after their duties were completed at 4 a.m.

For the actual inauguration celebration on Jan. 21, cadets got to sleep in, not having to report for duty until 2 a.m. In the interim, organizers had decided to serve breakfast at the Pentagon, so the CAP cadets were tasked with passing out scarves, earmuffs and hand-warmers to the same 500 airmen they'd seen the week before.

"This mission most definitely gave the cadets a lesson in logistics, even people skills," said Maj. Jerusha McLeod of the National Capital Wing. She described how they came up with an assembly line system, with a couple of cadets folding the scarves and passing them off to another couple of cadets, who tucked in hand-warmers. In turn, they gave the bundles to the next cadets, who topped them off with earmuffs. Four cadets at the end of the line handed them out.

"The cadets had smiles on their faces the entire time, and their system worked so flawlessly that the Air Force personnel not only thanked them but also told them how impressed they were with their professionalism and ingenuity," McLeod said.

"It's great we could partner with CAP cadets in supporting the 57th Presidential Inauguration," said Maj. Gen. Sharon K.G. Dunbar, Air Force District of Washington commander.

"The CAP mission epitomizes our Air Force core values of 'integrity first, service before self and excellence in all we do.' Those who join CAP show tremendous talent, leadership and service ethic — all characteristics of our Air Force values," Dunbar said. "I'd like to thank each of them for volunteering to support the Air Force's role in this historic event for our nation."



Lt. Col. Kurt Klingenberg of the Challenger 1 Cadet Squadron represents CAP's National Capital Wing at the D.C. Emergency Operations Center on Jan. 21 during the 57th Presidential Inauguration. CAP mission resources were made available to support federal and state agencies.



Cadets Capt. Ryan Lucas, center, and Airman 1st Class Michaela Mulokey, right, of the Challenger 1 Cadet Squadron delivered smiles as well as scarves and other cold weather gear to airmen participating in the inauguration ceremonies.

AS A CADET SEES IT

Cadet Senior Master Sgt. Gabriel Abbe of the Mount Vernon squadron could have been speaking for any CAP member for any mission when he commented on his Inauguration Day service: "I didn't mind the long hours in the early morning, because I like getting out there and doing something that makes a difference. It's something I'm never going to forget." ▲

We salute the C.A.P.!



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Legislative Day 2013

U.S. Rep. Michael McCaul, R-Texas, center, who recently introduced H.R. 755 in the U.S. House of Representatives recognizing CAP's World War II service, poses for a photo with Texas Wing Commander Col. Brooks Cima, right, and Lt. Col. Robert Beeley, the wing's government relations adviser. The visit occurred during CAP's annual Legislative Day on Capitol Hill, where CAP commanders scheduled a record number of appointments with members of the 113th Congress to share information about the myriad ways in which the organization's 61,000 members serve the emergency services and disaster relief needs of the citizens of their communities nationwide. The meetings, held on the day before long-term federal budget cuts from sequestration were scheduled to take effect, also focused on CAP's cost-effectiveness, as well as the value of the organization's volunteer hours, estimated to exceed \$155 million annually.

CAP Helps Put Adam Kinzinger's Career on Fast Track

By Julie DeBardelaben



Then-Air Force 1st Lt. Adam Kinzinger flies a KC-135 over Turkey.

US. Rep. Adam Kinzinger's record of public service is marked by vision, tenacity and a methodical climb up the career ladder to success. At age 34, Kinzinger, representative for the 16th Congressional District of Illinois, is one of the youngest members of Congress and

was named one of *Time's* 40 under 40 "Rising Stars in American Politics." His short track to success, which has included many impressive career milestones, was nurtured by an important leadership training program — Civil Air Patrol.

Kinzinger joined CAP at age 13 after a buddy invited him to a meeting. "I liked what I saw and decided I was

interested in giving it a go,” said Kinzinger, whose father, a private pilot, had inspired in him a love for flying and an interest in the military.

“I was under the impression that to be a pilot in the military, you must be the cream of the cream, the top of the top,” he said. “In CAP I got comfortable with a military environment, and it gave me the confidence I needed.”

During his time in the Illinois Wing’s McLean County Composite Squadron, “talking about leadership was very beneficial,” Kinzinger said. “Leadership is not something you learn in school. Kids have heard the word, but they don’t get it. In CAP we spent two hours a week talking about how to lead.

“As a young man CAP taught me I can achieve big things not only for myself but also for the state and nation. I decided to push as hard as I could until I couldn’t push anymore.

“And the next thing you know, I was flying an Air Force airplane.”

Commissioned as a second lieutenant in 2003, Kinzinger served in Air Force Special Operations, Air Combat Command, Air Mobility Command and the Air National Guard. He holds the rank of major and continues to serve as an Air National Guard pilot. He has earned the Air Medal six times, serving in operations Enduring Freedom and Iraqi Freedom.

Kinzinger was first elected to public office as a 20-year-old sophomore at Illinois State University, when he challenged a three-term incumbent for the McLean County Board. He held the position for five years.

Before that, he was awarded the Air Force Airman’s Medal



Kinzinger poses in his flight suit in Afghanistan in 2006. He earned the Air Medal six times while serving in operations Enduring Freedom and Iraqi Freedom.

for saving the life of a young woman who had been violently attacked. Kinzinger wrestled the knife away from the assailant, pinning him down until police arrived. He was also presented the National Guard’s Valley Forge Cross for Heroism and was named

Southeastern Wisconsin American Red Cross Hero of the Year.

“I wouldn’t be where I am today without CAP,” said Kinzinger, who stayed in the cadet program for six years. “It has a real-world mission but most importantly is its ability to train youth. I can’t measure the impact it’s had on me, but it’s significant.”

Kinzinger’s advice to CAP’s cadets is to “stick with CAP. Kids who start and finish when they are too old to keep going will achieve a lot.

“Don’t chase money, power or fame,” he added. “Serve other people, and everything you need will come along with it.” ▲

“I wouldn’t be where I am today without CAP. ... I can’t measure the impact it’s had on me, but it’s significant.”

— U.S. Rep. Adam Kinzinger

U.S. Rep. Adam Kinzinger was sworn into the House of Representatives in 2011. He has sought and achieved consistent career success that he attributes in large part to CAP’s leadership training program for cadets.



Commanders Bring Civil Air Patrol's Story of Service, Commitment to Capitol Hill

Photo by Susan Schneider, CAP National Headquarters



Alabama Wing Commander Col. Brad Lynn presents U.S. Rep. Martha Roby, R-Ala., with her CAP Membership Certificate designating her a member of the organization's Congressional Squadron. Roby represents Alabama's 2nd Congressional District. As a Congressional Squadron member, Roby holds the honorary grade of lieutenant colonel and is authorized to fly in CAP aircraft and participate in CAP activities.

Indiana Wing Commander Col. Richard Griffith, left, and Vice Commander Lt. Col. Matt Creed are joined by Cadet Lt. Col. Sierra Parsons and Cadet Maj. Noah Shinabarger for a stroll across the Capitol Mall. CAP's Legislative Day appointments with members of Congress consume a full eight-hour day and require lots of walking between and among six congressional office buildings.



Photo by Maj. Chris Roche, Maryland Wing



Photo by Susan Schneider, CAP National Headquarters

CAP National Commander Maj. Gen. Chuck Carr gives Donna Christian-Christensen, a delegate to the U.S. House of Representatives from the U.S. Virgin Islands, her certificate of CAP membership during a visit to her office on Capitol Hill. As one of the newest members of CAP's Congressional Squadron, the delegate from the Virgin Islands joins about 300 other members of Congress and congressional staff members currently serving in an honorary capacity in the legislative unit.

Photo by Maj. Chris Roche, Maryland Wing



Staff members for Sen. Dianne Feinstein, D-Calif., Richard Harper, center, and Micah Hudson, at Harper's right, meet with CAP's Chief Operating Officer Don Rowland, left, and California Wing Commander Col. Jon Stokes. "We are real concerned," Stokes told the staffers. "If funding is not restored, the wing won't be able to provide services the state has come to expect from us."

Photo by Maj. Chris Roche, Maryland Wing



CAP National Commander Maj. Gen. Chuck Carr greets Sen. Mitch McConnell, R-Ky., Senate minority leader, during a meeting and photo op held in the senator's Capitol office. "Thank you for all you do, and good luck to everyone," McConnell told the CAP contingent.



U.S. Rep. Charlie Dent, R-Pa., left, congratulates Cadet Capt. Drew Switzer after presenting him with the Amelia Earhart Award, one of CAP's top cadet awards. Lt. Col. Roy Long, chief of staff for the Pennsylvania Wing, holds the award presented by Dent, who represents the state's 15th Congressional District. Switzer, a member of the wing's Quakertown Composite Squadron 904, lives in the congressman's district.

Members of the Maryland Wing, led by Wing Commander Col. John Knowles, center, load up an elevator in the Cannon House Office Building on their way to one of nine appointments on Capitol Hill. They are, from left, Cadet Maj. Christin H. McCall; Lt. Col. David Argentieri, government affairs officer; Lt. Col. Robert McCall, assistant legal officer; Cadet 1st Lt. Mark Kreynouich; and Cadet Capt. Gary Milhiser.



Photo by Maj. Chris Roche, Maryland Wing



A Legislative Day delegation from Civil Air Patrol — clockwise, from left, Illinois Wing Government Relations Adviser Lt. Col. Paul Hertel, Capt. Monica Whang, Cadet 2nd Lt. Michael Carpenter, Wing Commander Col. Rickey Oeth and Great Lakes Region Commander Col. Robert Karton — got to meet an American hero when they visited the Capitol Hill office of U.S. Rep. Tammy Duckworth, D-Ill., seated in wheelchair, center. Duckworth, recently elected to represent Illinois' 8th Congressional District,

is an Iraq War veteran who was deployed to Iraq in 2004 as a Black Hawk helicopter pilot for the Illinois Army National Guard, becoming one of the first women to fly combat missions during Operation Iraqi Freedom. Her aircraft was hit by a rocket-propelled grenade during combat on Nov. 12, 2004. The explosion caused her to lose both legs and partial use of her right arm. She was awarded a Purple Heart for her injuries.



Pedro Pierluisi, resident commissioner of Puerto Rico to the U.S. Congress, looks over a Civil Air Patrol newsletter during Legislative Day activities in Washington, D.C. The commissioner, who caucuses with the Democratic Party on Capitol Hill, visited with members of CAP's Puerto Rico Wing on Legislative Day. The delegation presented Pierluisi with the document, which features recent missions performed by the 1,100-plus CAP officers and cadets in Puerto Rico.



Outgoing CAP Board of Governors Chairman Brig. Gen. Richard L. Anderson, left, hands over the governing body's gavel to retired U.S. Air Force Maj. Gen. John Speigel, who will serve as BoG chairman for the next two years. The ceremonial transfer of power took place at the CAP Command Council's winter meeting in Washington, D.C. CAP Lt. Col. Ned Lee succeeds Speigel as BoG vice chairman.

Lessons from a *Love Affair* with the air

CAP mentors stoked Southwest pilot's dream;
now Paul Grenon helps future generations

By Paul F. South



Photos courtesy of Susan Grenon

Former CAP cadet Paul Grenon, now a Southwest Airlines pilot, poses for a photo in his plane with his father, Paul H. Grenon. Both served in CAP as members of Rhode Island Wing's 102nd Composite Squadron in North Smithfield when the younger Grenon was a teenager. The commercial pilot passes his knowledge on to today's teenagers through Southwest Airlines' Adopt-A-Pilot program.

F For Paul Grenon, the spark for a lifelong love affair with the air began on two family vacations.

"I was 8 years old," Grenon recalled. "My first flight was from Boston to Orlando on Eastern Airlines to Disney World. I remember telling my dad, 'This is cool,' and from then on I was consumed with

wanting to be a pilot.”

Grenon, now 41 and a first officer for Southwest Airlines, still owns a cherished souvenir from those early flights: “We went to Disney World a couple of years later, and my dad bought me a Future Eastern Airlines Captain’s hat. Eastern isn’t around anymore, but I still have the hat.”

While trips to “The Happiest Place on Earth” sparked the desire to be a pilot, Grenon’s time as a cadet in Civil Air Patrol stoked that dream. He joined the 102nd Composite Squadron in North Smithfield, R.I., as a seventh-grader.

His CAP mentors, senior pilots, left an indelible mark.

“I’d just eat it up, hearing those senior members talk about flying,” Grenon said. “One was a corporate pilot; others were CAP pilots who were mission-trained.”

Saturdays from that time evoke special memories for Grenon.

“Almost every Saturday in my seventh-grade year, we

its cadets.

“The whole curriculum — the aerospace and leadership stuff — we just ate up,” Grenon said. “They were very heavy on aerospace education and really took their time to teach it.”

Now, as part of Southwest Airlines’ Adopt-A-Pilot program, Grenon passes on those lessons to fifth-graders at two New England schools. Adopt-A-Pilot uses not only the academics of flight — geography, mathematics, language and science — but also timeless values that can’t be gleaned from a textbook or mastered for a test.

“The program reinforces what we have been fostering in the kids already,” teacher Bethany Marchetti told *The Valley Breeze* of Lincoln, R.I., in 2012. “There are certain traits all people should have, and we introduce those words, those lifelong traits, at the beginning of the year. We tell the students we are all works in progress,” said Marchetti, a teacher at Anna McCabe Elementary School in Smithfield.

“When I talk to those kids in the Adopt-A-Pilot program, I think about Rick Blackman taking the time not just to talk to me, but to teach me.”

— Southwest Airlines pilot Paul Grenon, commenting on his CAP mentor, the late Lt. Col. Rick Blackman of Rhode Island Wing

went out to the airport. Sometimes you’d fly and sometimes you’d just hang out with the guys.”

He added, “They did a lot of flying and had a lot of stories to tell. One of the things that helped me as a young kid was hearing those stories and learning as they learned, about ELT signals and all that. It sure did feed my fire for aviation. It wasn’t just about flying for these guys; it was about doing a mission and helping people.”

The lessons learned as a youngster from seasoned pilots took many forms, from “hangar flying” listening to stories of the hunt for emergency locator transmitter distress beacons to the entire CAP teaching mission for

Adopt-A-Pilot’s mission isn’t to create a new generation of pilots, Grenon said. Instead, its goal is to fire academic curiosity and instill what he calls “flight values”: Fearlessness. Leadership. Imagination. Gratitude. Honesty. Tenacity.

“The main program is more about leadership training and keeping the kids focused on school,” Grenon said. “We use flying as an aspect, but when I was 8 years old I didn’t wake up and say, ‘I’m going to be a pilot,’ and then I was a pilot. There was a path I had to take.

“What we’re trying to teach the kids is that when you have a dream or a goal, whether it’s to be a doctor or a

pilot or a lawyer ... you have a path you have to take, he said. "It's going to be a lot of work and it's going to take time; you have to take small steps every day. Every day is a step toward the goals, whether it's to be a soccer player or a doctor."

In aviation, Grenon said, everything is a stepping stone as well, from those early flights to his days as a CAP cadet to his student days at LeTourneau University in Longview, Texas. He went on to fly for commuter and regional carriers before joining Southwest in 2008.

The lessons Grenon learned as a young cadet — and the mentors who taught those lessons — are never far away. Those officers, he said, shaped his life path, including one in particular.

He was Lt. Col. Richard "Rick" Blackman of the Rhode Island Wing's 102nd Composite Squadron in North Smithfield, a U.S. Navy veteran who worked for New England Gas when not performing his CAP duties.

"At the time, I'm sure he didn't realize how influential he was in influencing me, not only as a pilot but as a person," Grenon said. "I remember him taking time out to help cadets. When I talk to kids in the Adopt-A-Pilot program, I think about Rick Blackman taking the time not just to talk to me, but also to teach me."

Education is at the heart of the Adopt-A-Pilot program.

"Our pledge to our communities is the inspiration that drives the Adopt-A-Pilot program. Our employees empower the participants to learn and understand they can be all they want to be in life through education," Linda Rutherford, Southwest Airlines vice president of communications and strategic outreach, said in a press release.

In a real sense, Grenon said, Adopt-A-Pilot and Civil Air Patrol are comrades in a common mission, passing knowledge and wisdom on to future generations.

Grenon told a story to illustrate the point. He recently visited Blackman, his CAP mentor, in the hospital. The student and his teacher spent hours talking about flying and sharing memories of their CAP days.



Fifth-graders at Milford Catholic Elementary School acknowledge a visit by Southwest Airlines First Officer Paul Grenon, who talked to them about aviation as part of the airlines' Adopt-A-Pilot program.

The conversation turned to the adventure of long flights.

"I said to him, 'Sometimes I'm up there for 4 1/2 hours looking at the sky.' He said, 'you know what I used to do on long flights? I'd ask myself what would I do if this warning light went off or if I lost power, or some malfunction happened to my plane? Then I would go over in my mind what I would do to work the problem. I would go over scenarios to keep me ready for when something would go wrong.' So on my next long flight when things were slow at cruise I would give myself scenarios to be ready in the future for an unwanted event. I dubbed it 'The Blackman Principle,' using my time to be ready in the future. It made me realize I was still learning."

Said Grenon: "Someone who gave me his time when I was 14 years old is still teaching me all these years later. You would think an airline pilot like me with thousands of hours of flying would be the one teaching a pilot like Col. Blackman who never really flew the big jets ... but he was still mentoring me! I only hope someday I can be a mentor like Rick. Guys that offered me their time years ago are still influencing me. That's pretty neat."

Grenon's mentor, Rick Blackman, died recently after a long illness. ▲



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



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Not every CAP unit is a squadron

that meets once a week in the evening after dinner

By Maj. Steven Solomon



Photo courtesy of Vicki Hendrix

It's a sign of the times: Many young people don't have parents who can transport them to Civil Air Patrol squadron meetings.

One solution is the Cadets at School program, which gives youth who may not otherwise be able to participate in CAP the opportunity to do so in squadrons based at their school. Nearly 2,000 cadets are now involved in more than 50 school-based units in 17 wings across the nation.

Schools are excellent recruiting grounds, said Susan Mallett, youth

Cadet Airman Rafael Ortega of Joe Walker Middle School Cadet Squadron in Quartz Hill, Calif., helps restore an F-100 for display at the William J. "Pete" Knight Veterans Home of California.

development program coordinator at CAP National Headquarters. Teachers can readily inform students and parents about the cadet program. Those who begin their affiliation with CAP as aerospace education members often work with the Cadets at School program.

Florida Wing has the country's largest number of schools and student participants in the Cadets at School program, with almost 90 officers working with 333 cadets in 10 units. Some of the squadrons are completely in-school, with a CAP elective class held every school day. Others are strictly after-school units that meet once a week, while several offer a combination of in-school and after-school programs.

"We meet during school hours toward the end of the day so home-schooled students can also attend," said Capt. Marybeth Leavell, commander of Street School Cadet Squadron in Forest Park, Ga. "The cadets receive a grade and elective credit from the school for their active participation and accomplishments in CAP."

Leavell's squadron, formed in 2009, has from 15-25 members, depending on how many graduate each year. Many aspire to military careers.

Exposure to future careers

"I think the biggest impact on the cadets is exposure to future career opportunities," Leavell said. "Through Civil Air Patrol the cadets are provided the structure and environment to learn about and experience aspects of aerospace- and emergency services-related careers. As they continue achieving rank, they are not only learning educationally but also growing in self-discipline, respect for others, community service and leadership skills. We see the positive impact of Civil Air Patrol both within our school and the community."

Because many rank requirements can be accomplished only at squadron meetings, school cadet programs with in-school classes must also conduct regular after-school meetings.

"I have junior high cadets in class for 55 minutes

every day, and we have a squadron meeting from 4 to 6 on Tuesdays," said 1st Lt. Rebecca Levesque, commander of the Texas Leadership Charter Academy squadron in San Angelo. "In class, each day is dedicated

to a different facet of CAP.

On Mondays we do leadership. Tuesdays is drill, and they wear their CAP uniform to school.

Wednesday might be a guest speaker, emergency services, DDR (drug demand reduction) or patriotism; Thursdays are aerospace education; and Fridays are for tests and leader labs.

"In class, the cadets run drill, make PowerPoint presentations on leadership and aerospace and basically function as noncommissioned officers," Levesque added. "When they move to high school they are no longer in my class but can remain in the squadron, continue to track through the program and help lead the younger cadets."

Another school-based unit in Texas, the East Houston Cadet Squadron, has grown to 144 cadets since July, said its commander, Lt. Col. James D. Peace, a certified teacher.

"Our students experience hands-on learning opportunities, and they are truly engaged in learning. The CAP curriculum allows us to differentiate our teaching methods to meet the varied learning styles of our students," he said.

Perhaps nowhere does a middle school program provide the challenges and structure of cadet life that early adolescents need more than in Tucson, Ariz. There, cadets are held to higher standards than non-CAP students.



Photo by Capt. Marybeth Leavell, Georgia Wing

Cadet Airman Basic Diamond Johnson of the Street School Cadet Squadron in Forest Park, Ga., tries out the cockpit of a Delta 737 on a field trip to the Delta Airlines hangars at Hartsfield-Jackson Atlanta International Airport.

Self-pride and respect

"I tell parents CAP is unique to Doolen Middle School," said Capt. Ollie Woods, commander of Doolen Middle School Cadet

Squadron 803 in Tucson.

"Being the auxiliary of the U.S. Air Force, we have certain standards to which we adhere, so our program instills pride and respect in the cadets. I use this platform to teach military drill and ceremony, aerospace education, volunteer service and academic excellence."

Woods said he holds his cadets to a higher standard by commanding their respect and demanding they exhibit respect to every adult on campus, from the monitors to the principal.

"Each time we have an activity and the cadets make a showing, I get three or four more students wanting to join CAP," Woods said. "When the cadets raise or lower the U.S. flag, the entire campus stops and watches. Teachers have told me when the cadets are in uniform, their students seem to sit up straighter, walk taller and perform better in class. It is awesome to watch students from other schools look at my cadets with envy as we pass or perform. Many of our students tell me they came to Doolen specifically to be a part of CAP, and it doesn't hurt that we offer up to five orientation flights as an incentive."

Some squadrons face school-related challenges, but most have found a way to make the program work. For example, in most wings with cadet units at schools, faculty and staff join as CAP officers. But it's different in New Mexico.

"New Mexico Wing's program is a bit of an anomaly," said Col. Mark Smith, wing commander. "The teachers who are instructing our in-school elective

classes are compensated for their services, which is quite different from their counterparts in other states. The teachers' efforts, both in school and after school, are



Photo by Col. Robert D. Anderson, Arizona Wing

Cadets Griselda Mendez, Erica Rivera and Daniel Echeveste of Doolen Middle School Cadet Squadron 803 in Tucson, Ariz., tour a Black Hawk helicopter at Davis-Monthan Air Force Base.

heightened by CAP volunteers."

Eight middle schools in New Mexico are already participating with either a school squadron, the in-school elective course or both. Smith said the Albuquerque Public School District has provided \$200,000 for the 2012-2013 academic year to fund start-up programs in eight more middle schools as part of a reinvigorated middle school leadership program. The school district has chosen CAP's curriculum for its entire program and is covering other expenses, such as books, uniform items and color guard equipment.

Smith said the school district has relied on CAP for expertise on how best to present the curriculum. He said the wing's success has been achieved through the hard work and dedication of the Group 800 leadership and staff.

“The New Mexico Wing will have the opportunity to start new CAP cadet squadrons at several of these middle schools,” Smith said. “It is great the Albuquerque Public School District has elected to augment funds received from the state of New Mexico for the school program. Educators are recognizing the winning combination of CAP’s strong curriculum, leadership development and anti-drug message.”

In California, one school-based squadron is a critical component of a school that’s transforming into a STEM (science, technology, engineering and math) campus.

Aviation, technology head start

“We’re giving our cadets a head start into aviation and technology that is incredible,” said Lt. Col. Traci Scott, commander of Joe Walker Middle School Cadet Squadron in Quartz Hill in Los Angeles County. “And even if some of the cadets choose a different industry, we are teaching them how to be leaders, how to be confident and how to interact with others in positive, successful ways. Those achievements are invaluable to all industries throughout our country.”

Scott, who recently retired from the U.S. Air Force as a lieutenant colonel, noted that one of her top priorities is for her cadets to give back to the community. So the unit is involved with the Community Emergency Response Team program and participates in other neighborhood activities, such as visiting local veterans’ homes.

“Parents have stated their kids come home from school completely excited and can’t wait for the next school day. What an accomplishment! Kids are thrilled to be in school and want to do their best and receive recognition through promotions and awards.

“That enthusiasm is a tremendous achievement that has permeated the entire school as cadets talk to friends who talk to other friends, and has resulted in the program growing and expanding into two classes this year,” she said. “More importantly, they are becoming

“Educators are recognizing the winning combination of CAP’s strong curriculum, leadership development and anti-drug message.”

— Col. Mark Smith,
New Mexico Wing commander

the leaders and the standard for behavior for all the other students in the school.” ▲

For information about the Cadets at School program, go to www.capmembers.com/schools.



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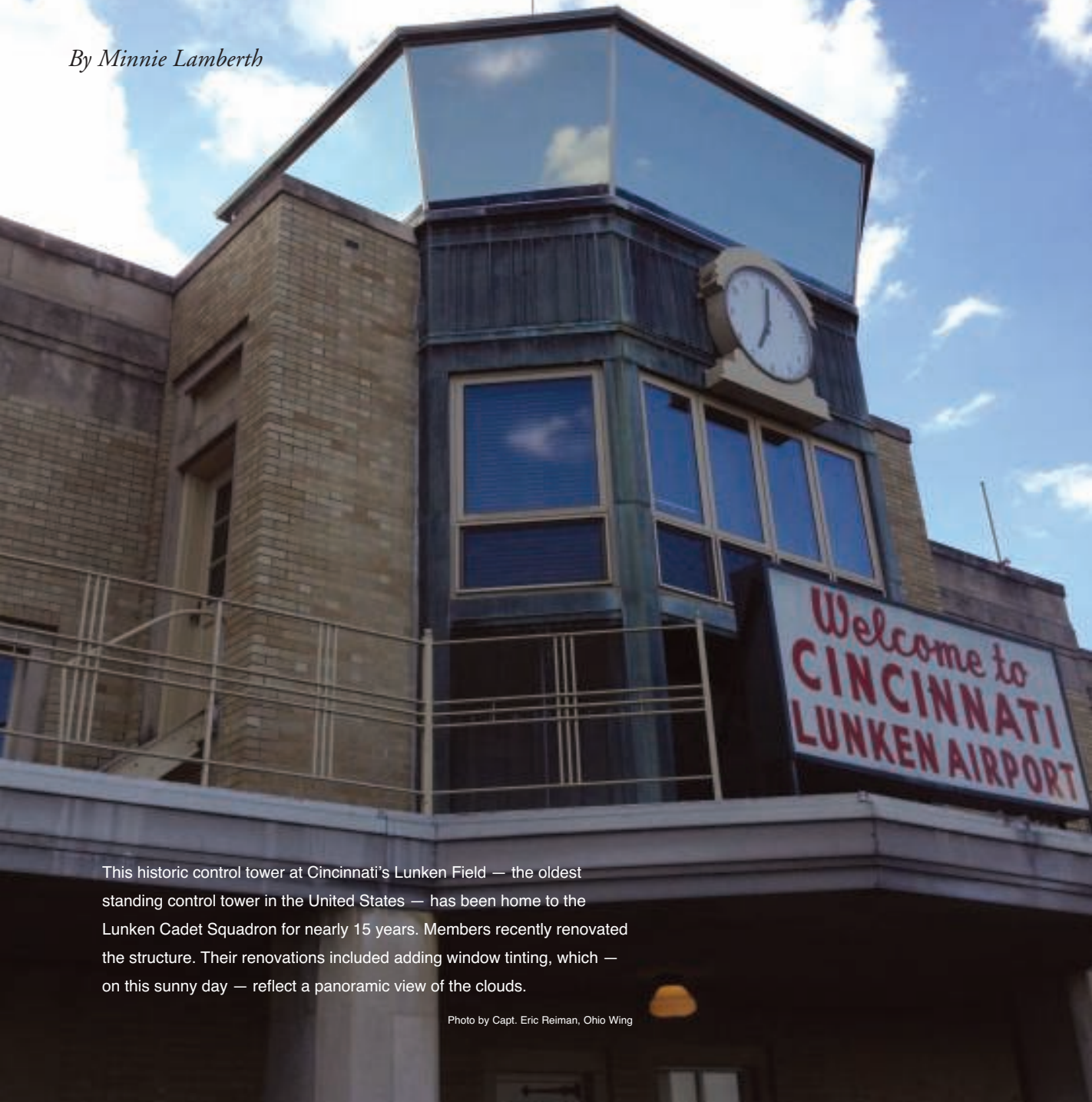
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Cadet Squadron Renovates Home Base in Nation's Oldest Control Tower

By Minnie Lamberth



This historic control tower at Cincinnati's Lunken Field — the oldest standing control tower in the United States — has been home to the Lunken Cadet Squadron for nearly 15 years. Members recently renovated the structure. Their renovations included adding window tinting, which — on this sunny day — reflect a panoramic view of the clouds.

Photo by Capt. Eric Reiman, Ohio Wing

It's *déjà vu* all over again. When Capt. Michael Purvis joined Civil Air Patrol as a 12-year-old cadet in 2000, he helped his squadron renovate the control tower at Lunken

Field, a municipal airport in Cincinnati. Now that he's assumed the role as commander of Lunken Cadet Squadron, he's leading the crew through a second round of renovations.

"I've spent half my life in this program so far," Purvis said. "We were working on this renovation when I started as a cadet. When I took over squadron command last year, we decided to start things off by renovating again."

The renovation project has an air of historical significance. The tower at Lunken Field is the oldest standing control tower in the United States. Though it hasn't been in use as a control tower for years, in the late 1990s the Ohio Wing squadron was offered the chance to take it over and use it as its headquarters.

Members renovated the tower at that time. Now, 12 years later, additional improvements were needed.

"We gained tenancy of the tower just before I joined CAP in 1999," said Capt. Eric Reiman, who later served as squadron commander. "Originally, it had been a storage facility for the city of Cincinnati. We now use it for administration, recruiting and aerospace classes."

During the first renovation, Reiman said, the squadron installed drywall and painted it, built countertops and sealed the floor. "It was run down. We cleaned up everything," he said.

But with the passage of time, sun damage and roof



Photo by Capt. Eric Reiman, Ohio Wing



Photo by Capt. John Keating, Ohio Wing

Capt. Michael Purvis, Lunken Cadet Squadron commander, takes a ride in a UH-1N Iroquois.

Cadet 2nd Lt. Jordan Baker, left, Cadet Chief Master Sgt. Daniel Luddeke and Cadet 2nd Lt. Jacob Baker are members of the Lunken Cadet Squadron, headquartered in the historic control tower of Cincinnati's Lunken Field.

leaks, there were new needs. While the city took care of patching the roof, the cadet squadron has taken on interior renovations.

"Over the years, we didn't have any type of window tint," Reiman said. "It's been 12 years of sun damage."

Reiman served as squadron commander from 2008-2012 until going inactive to attend the local Police Academy. That's when Purvis took command.

"The sun damage and roof leaks completely destroyed the countertops," Purvis said. "We tried to figure out how best to renovate this time around so we wouldn't have to come back and do this again so soon."

The squadron members replaced drywall, sanded countertops and added primer, a coat of blue paint and a clear top coat. They also added an air conditioner, display monitor, aviation band radio and weather station.

"In the middle of the center countertop, we placed the Civil Air Patrol seal, then clear-coated over that," Purvis added.

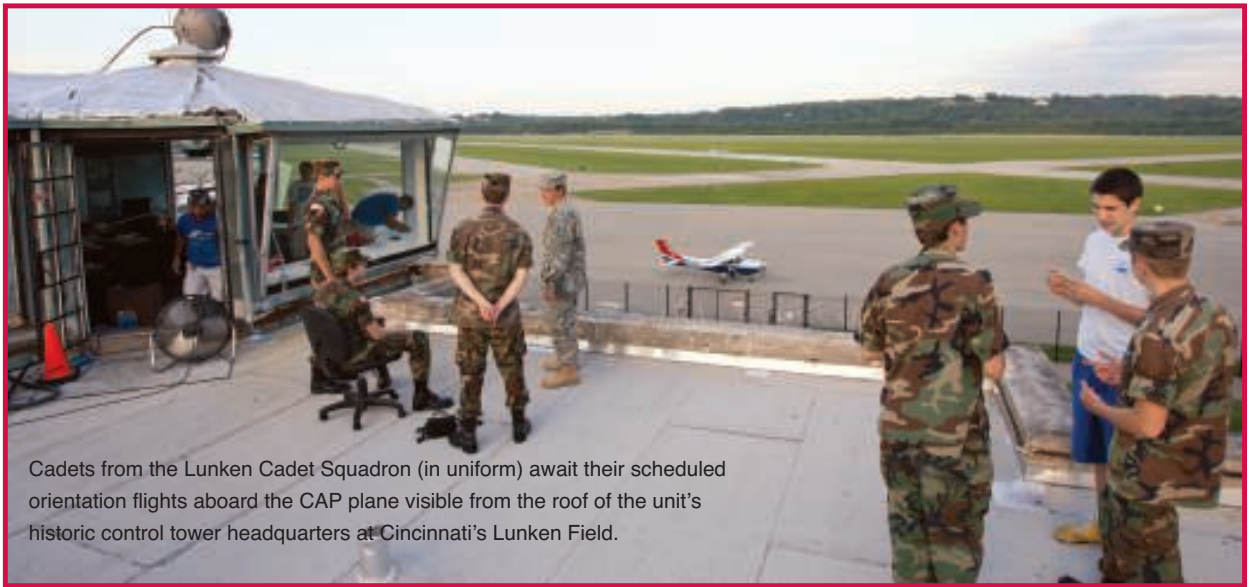


Photo courtesy of Mark Bealer, Bealer Photographic Arts

Cadets from the Lunken Cadet Squadron (in uniform) await their scheduled orientation flights aboard the CAP plane visible from the roof of the unit's historic control tower headquarters at Cincinnati's Lunken Field.

The renovation was more than a one- or two-person effort. "We've had the whole squadron involved," Purvis said. "Every person in the squadron has had hands on the renovation." Some adult members donated materials as well as time.

For example, Capt. John Keating donated an air conditioner and a flat-screen TV to be used as an aerospace education tool.

Keating, the squadron's vice commander, sees the tower as a source of pride as well as a valuable asset. "Our tower has played no small part in our ability to grow the squadron by 35 percent in 2011," he said.

"Our location at an airport (and in a control tower no less) meant we had ample resources to expand our aerospace education and orientation-ride activities,"

Keating said. "From our tower, we have spotted a transiting Huey flown by a graduate of the Air Force Academy, a C-130 flown by the Kentucky Air National Guard, a B-17 offering rides, T-45 Navy trainers in town to fly over a Bengals game, F-18s preparing to fly in

formation over Neil Armstrong's funeral and numerous other aircraft.

"We have been able to weave these into our aerospace education presentations and even get a look at many of the aircraft," Keating said.

Just as Purvis and Reiman had done a dozen years earlier, cadets participated in the latest renovation as well. For example, Cadet Chief Master Sgt. Daniel Luddeke, who joined CAP in August 2011, helped hang drywall and paint counters. "This is actually one of my first times doing a big renovation project like this," Luddeke said.

Part of the reason for his involvement has been his work toward a community

service ribbon. But his other motivation was an eye toward history — and to the future.

"I wanted to be a part of this," he said. "The tower is part of our squadron's history. I wanted to help with something for my squadron." ▲



Photo by Capt. Eric Reiman, Ohio Wing

Capt. John Keating, seen here piloting a CAP plane, donated an air conditioner and a flat-screen TV for the control tower, which he sees as a valuable asset for the Lunken Cadet Squadron. The unit's membership grew by 35 percent last year.

CAP history goes modern

By Kristi Carr

Take a right turn. No, turn left! Sometimes a decision can change the course of history. The Civil Air Patrol Historical Foundation's board of directors is banking that its recent move to dissolve the foundation and transfer its assets and fundraising activities to the CAP History Program will remove any redundancies, broaden CAP's inventory of the organization's artifacts and open up new avenues for aerospace education.

Historic artifacts are housed in display cases in the main foyer of CAP National Headquarters at Maxwell Air Force Base, Ala.

GOING DIGITAL

The move to streamline CAP's historical efforts occurred in October, coinciding with the appointment of Col. Charles Wiest as national historian. Wiest is excited about continuing the work to create a digital archive of the CAP collection, a fairly new trend in collections and one

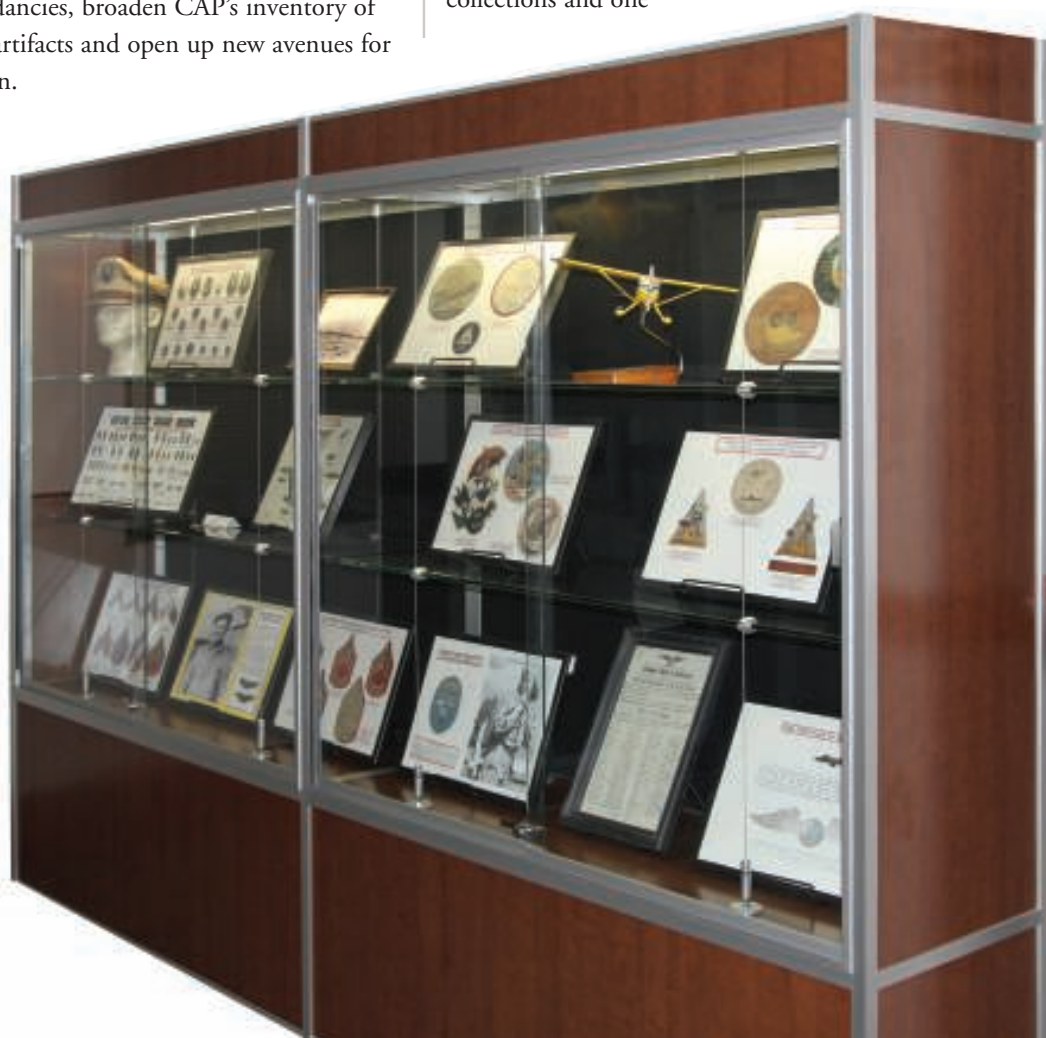


Photo by Susan Schneider, CAP National Headquarters

initiated by Col. Len Blascovich, his predecessor as national historian.

“We are currently reviewing and evaluating several museum-quality software programs to host the online archive,” Wiest said. “Our hope is to eventually scan documents and photos, as well as photograph artifacts in the collection, to make them available online to researchers.”

Adding to the thousands of documents previously scanned by members across the nation, mostly to allow sharing via social media, CAP’s digital collection will form the base for an online national museum.

IN REAL LIFE

CAP’s three-dimensional real-life artifacts are stored in Baltimore and at two locations at Maxwell Air Force Base, Ala. — the Air Force Historical Research Agency, open to researchers, and CAP National Headquarters. When Building 714, home to National Headquarters, was remodeled from 2008-2010, the area inside the main entrance was enlarged and outfitted with glass display cases, which hold such historically significant items as the pen President Harry S. Truman used to sign the 1946 law incorporating CAP.

“Many members dream of creating a ‘real’ physical museum to proudly display our collection,” Wiest said, “but there are a number of challenges — location, funding and staffing, to name a few. Creating regional hubs may be one answer that would make the material accessible to more people, but for the near future, our efforts will concentrate on digital archives and expanding CAP’s online national museum.”

DEVELOPMENT

Wiest has been charged to work with CAP’s Office of Development, now directed by James “Skip” Dotherow, to establish fundraising initiatives to benefit the CAP History Program. Previously this had been one of the primary jobs of the CAP Historical Foundation.

“Bringing fundraising for our history program under the umbrella of the Office of Development just makes sense from an organizational viewpoint,” said Don Rowland, CAP’s chief operating officer. “It is part of CAP’s broader move to apply standard business practices to our organization.”

Full plans for both monetary and artifact donations aren’t firm yet, but Wiest said they’ll be in accordance with accepted practices, “an important step in building public trust in our stewardship of both the artifacts and funds in our care.”

One thing in place, however, is an update to CAP’s website, www.gocivilairpatrol.com, to facilitate monetary donations. Choosing “donate” in the menu

at the top of the page takes viewers to another page, where they can designate not only an amount but also how they wish their money to be applied — to the History Program, general fund, aerospace education, the cadet program and so on. There’s even an area for wills and bequests. “Especially for members,” Rowland said, “this is an opportunity to use donations as a way to continue their service to CAP, even after their passing.”

Those who have CAP artifacts to donate should, for now, contact Wiest directly at cwiest@verizon.net.



This vintage CAP service coat with red epaulets and sleeve braid was worn by a male senior member in the early to mid-1940s.

Photo by Susan Schneider, CAP National Headquarters



This pen was used by President Harry S. Truman to sign Civil Air Patrol's charter bill (H.R. 5744) on July 1, 1946, at the White House.

It's important to note that CAP has always been a nonprofit and donations are tax-deductible.

A BROADER APPROACH

"When the CAP Historical Foundation was created, about the same time CAP celebrated its 50th anniversary and decades after the CAP History Program was established, our focus was on World War II subchasers and others who served our country at that time," Wiest said. "But there also are many other stories to tell. For 71 years, hundreds of thousands of CAP members daily served our communities through hundreds of missions. We need to save and tell those stories, as well. We are modernizing our approach while maintaining our commitment to CAP's rich heritage." ▲

Could you be bitten by the history bug?

The history bug can hide in the most mundane places. For Col. Charles Wiest, Civil Air Patrol's new national historian, it all started when he was a CAP cadet in the 1960s in now-defunct Gardena Cadet Squadron 41.

As the cadet supply sergeant, "I was stuck with a stack of breast patches when CAP introduced new metal breast plates," Wiest recalled.

His solution was to toss the outdated patches into a box.

When the next obsolete insignia cropped up, he threw those into the box, too, eventually realizing he was an official collector.

"After another year or so, a fellow member told me our deactivated group's papers were in trash cans at the local airport. I dug out a number of them, including a loose-leaf 1943 CAP manual that I have yet to find another one like." By then, he was really hooked.

He began to acquire uniforms and other CAP artifacts, concentrating over the past five years on older documents and photos that depict the organization's history. He found his interest in CAP history dovetailed nicely with his experience as a graphics artist who specializes in designing and building tradeshow displays. After creating a display of CAP heritage for the California Wing conference in 1995, he was asked to serve as the wing's historian.

And the rest is...well, history. ▲



Col. Charles Wiest, Civil Air Patrol national historian, stands among some of the vintage uniforms in his collection after setting them up for a "CAP heritage" display at Palm Springs Air Museum in California. Wiest, who's wearing a late-1940s version of the "Pink and Green" Army Air Forces uniform, estimates he owns 20 linear feet of historic uniforms hanging in storage racks, including perhaps two dozen CAP uniforms from the 1940s and 1950s.

Photo by Maj. Crystal Housman, California Wing

The thrill of the hunt

A Applying modern technology to tales from the past, 1st Lt. Frank Blazich, the Ohio Wing's historian, used his wing's website to post his research about the wing's World War II history and wound up securing a CAP treasure in the process.

Another Ohioan, Jeff Urban, pulled up the website in a search for background on a silver-coated plate he'd inherited from his father, an avid collector. The plate was engraved, "In memory of Lt. Charles W. Andrews, Civil Air Patrol, lost at sea, Oct. 30, 1942, while flying on coastal patrol duty in search of enemy submarines."

Urban was hoping to locate the family of the deceased CAP member, but in the meantime he settled for Blazich's contact information. Unfortunately, the CAP historian couldn't trace the family, either. He did, however, ask Urban to donate the plate to CAP.

The story continues as Blazich works to unravel the full history of the memorial plate.

During World War II, CAP's Coastal Patrol Base 14 in Panama City, Fla., was manned predominately by an all-Ohio team. A history of CAP's World War II service, *From Maine to Mexico*, tells the story of Robert Arn, an Ohio Wing member who served at Base 14 and who witnessed the crash that took Andrews' life.

It was common practice at the time to send out two planes at once in the search for enemy subs.

With fog rolling in from St. Andrews Bay, the planes took off but soon collided in midair and went down in the bay. The two crew members in one of the planes were rescued, but the crew from the second plane — Lts. Lester E. Milkey and Andrews — were killed when their plane hit the water.

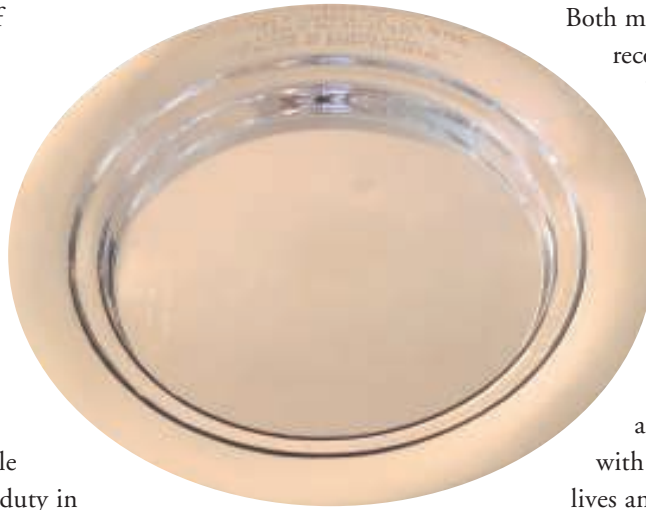
Both men's remains were recovered and returned for burial in Ohio.

Blazich assumes the memorial plate was presented to Andrews' widow by the wing, but he can find no written record of it. Earlier in 2012, he conducted an extensive oral history with Arn, who, at 90, still lives and flies in Ohio as a CAP colonel. While Arn remembers the wing "passing the hat" for Lt. Alvie T. Vaughen's children after he

died in a crash in January 1943, he doesn't recall that happening for Andrews.

When the plate was manufactured and engraved remains a mystery, too. Silver-plate covers the plate's brass base, but Blazich noted how copper, a component of brass, was vital to the war effort and rationing made it unavailable for nonessential goods. The plate may have been manufactured and presented in the late 1940s, when members of Coastal Patrol Base 14 received Air Medals for their service.

While the hunt for the plate's provenance goes on, four hours of careful polishing has restored its luster, and discussions are under way about how best to display this CAP artifact. ▲



This silver plate memorializes the service of World War II CAP pilot Lt. Charles W. Andrews.

Aero Femme

Mrs. Alaska United America serves as role model for female cadets

By Jennifer S. Kornegay

No longer do little girls dream only of being a princess. Today, their aspirations also include growing up to pursue real-world careers like medicine, engineering, aviation and more. But Alaska Wing Public Affairs Officer and Senior Member Ariel Talen-Keller is showing girls they can actually be both: elegant, poised and articulate in a long satin gown and highly educated in aviation.

Talen-Keller is the reigning Mrs. Alaska United America, and she has a master's degree in aeronautical science. These two aspects of her life merge in Aero Femme, the nonprofit foundation and scholarship fund she created to encourage women of all ages to consider a career in aviation. "I see myself as a role model, and younger girls in my squadron watch me and pay attention, so I'm happy to share whatever wisdom I can," she said.

Talen-Keller got involved in pageants when she was 17. "I've always done pageants with a heart for community service; that is the core of what makes pageantry special and of value," she said. "Competing now in the Mrs. division is a lot more serious than many think. There is no swimsuit component in this pageant system, and 40 percent of your score is based on your

interview, so you have to be able to articulate your platform well. But pageants are a lot of fun, too!"

After winning one of her titles, she decided to combine her pageants with another love — her passion for aviation and the role of women in the industry. "In 2010, I had just won a Mrs. title in



Mrs. Alaska United America and Civil Air Patrol Senior Member Ariel Talen-Keller, who lives in Chugiak, chose to pose with items that represent her passion for all things aviation-related in this photograph, one of her official pageant photos.

Alaska and thought, ‘What do I need to do for my platform?’ Then it hit me: The biggest part of my life is aviation and my interest in women in aviation. The idea for Aero Femme came out of that.”

Talen-Keller founded Aero Femme that year. “Our mission is to encourage and educate women of all ages to be involved in all aspects of aviation,” she said.

She stressed that the emphasis is not solely on becoming a pilot. “There are so many other ways to get into aviation,” she said. “The jobs behind the scenes, for example working for NOAA (the National Oceanic and Atmospheric Administration) or NAS (the National Academy of Sciences). I want to show how many great career options are available in aviation.”

Talen-Keller began speaking to groups of Girl Scouts and Boys and Girls Clubs. “I really wanted to share how cool aviation is with a young crowd and energize them,” she said.

It’s not hard for Talen-Keller to get excited about aviation and women in aviation; it’s in her blood. “My main inspiration is my mom,” she said. “She’s always been involved in aviation

and is a fabulous pilot. My dad is a pilot, too, and also restores antique airplanes. He is part of the Oregon Aviation Hall of Fame.

“My parents own a private airfield, and that’s where I grew up, so aviation was not just a hobby; it is a

business for my family.”

As a child, she traveled all the air-show circuits with her parents. After attending flight school at the University of North Dakota’s John D. Odegard School of Aerospace Sciences, she earned her master’s degree in aeronautical science from Embry-Riddle Aeronautical University.

“I’m very proud of my family’s aviation history,” Talen-Keller said. “I love so many things about aviation, and as much as I love to fly, I did a lot of training in air traffic control, too, and loved that as well.”

She must have. She married an air-traffic controller.

Soon after Aero Femme was

founded, the Alaska Wing’s Birchwood Composite Squadron commander heard about it and asked Talen-Keller to come speak to a group of cadets. She



Talen-Keller was introduced to Civil Air Patrol during a visit to Birchwood Composite Squadron, where she made a presentation about women in aviation to a group of cadets. She liked what she saw in CAP so much, she joined soon after and is now the Alaska Wing’s public affairs officer.

“I love participating in missions for Civil Air Patrol and love the camaraderie within the aviation crowd. CAP is a group of great people sharing a common passion and interest and using it to help others.”

— Senior Member Ariel Talen-Keller

undoubtedly made an impression on the cadets, but CAP made its mark on her as well.

“I was so impressed with CAP and everything it does that I decided to join,” she said. “I love participating in missions for Civil Air Patrol and love the camaraderie within the aviation crowd. CAP is a group of great people sharing a common passion and interest and using it to help others.”

In recent months, Aero Femme has grown. It now has a 20-member board — Talen-Keller’s Birchwood squadron commander, Capt. Wes Erb, serves on it — and has raised enough money to start a scholarship fund for young women interested in pursuing aviation education and training.

“The scholarship fund is a big thing. We donated \$500 to the Alaska Military Youth Academy and awarded two scholarships at their graduation on March 1,” Talen-Keller said. “I’m really excited to be able to do that. Plus, we have two other scholarships listed

with Women in Aviation International, Aero Femme’s parent 501(c)(3) nonprofit.”

She pointed to the mutually beneficial relationship between CAP and her nonprofit. “Aero Femme has really taken off, and I give a lot of the credit to CAP, thanks to the contacts CAP has given me, not only in my squadron but also throughout the Alaska Wing,” she said. “The two organizations are a great couple; they really feed off and benefit each other.”

Talen-Keller is a rising star in the aviation industry. She served as keynote speaker at the Women in Aviation International Conference in March and was recently nominated to the Alaska State Chamber of Commerce’s “Top 40 Under 40” list.

By anyone’s standards, she has already accomplished quite a lot, but she’s got even bigger plans. “I see politics in my future, and I know that both my CAP and pageant experience will come in handy for that,” she said. ▲

SAFETY HABITS THAT ONLY YOU CAN CONTROL



Wail of bagpipes still sweet sound to California cadet

Seven years after he picked them up, teen is master competitor



Photo by Maj. Audrey DiGiantomasso, California Wing

By Jennifer S. Kornegay

It's a truly distinct sound, a low hum building into a high-pitched wail that often sounds forlorn, sometimes seems triumphant and at other times exuberant, but always powerful.

It's the music made by bagpipes — a sound that has intrigued 15-year-old Cadet 2nd Lt. Cameron Hamnquist of the California Wing since childhood.

Throughout his life Hamnquist has been exposed to elements of Scottish culture, including bagpipes; his grandparents are Scottish and his grandfather, Rob McLintock, is chieftain of the annual San Diego Scottish Highland Games. Much to his grandfather's delight, at age 8 Hamnquist took his interest in bagpipes a step further, deciding just listening to them

Cadet 2nd Lt. Cameron Hamnquist of the California Wing's Skyhawk Composite Squadron 47 is an award-winning bagpipe player who shares his talent at CAP functions, like this Wreaths Across America ceremony last December. He played "Amazing Grace."

was no longer enough.

"I wanted to learn to play them," he said. And he didn't just learn, he mastered.

Today, the Skyhawk Composite Squadron 47 member competes in bagpipe competitions at Highland Games celebrations and other events and has racked up an impressive list of wins.

In 2011, he participated in 11 competitions and placed in 26 events, earning him second place in the Western United States in Grade 3. In 2012, he competed in nine competitions, five in Grade 3 and four in Grade 2. Of the 30 events, he placed in 25.

Most recently, in February, Hamnquist received one first-place and one third-place award, giving him the aggregate at the Queen Mary Highland Games.

Hamnquist relishes the competition. "It's a lot of fun playing for others and seeing how everyone else is playing," he said, "and it's definitely fun when you win."

While many popular bagpipe tunes that come to mind are slow and plaintive, Hamnquist's favorite music is a high-energy jig. "I love playing a piece called 'Hen's March,'" he said. "It's fast and fun."

Despite his obvious skill, he isn't looking to play the pipes for a living; in fact, his aspirations go a little higher — literally.

"I've always loved the idea of flying, and I want to be an Air Force pilot," Hamnquist said.

This goal inspired him to join Civil Air Patrol in November 2010. He believed the knowledge and skills he would gain at CAP would provide a solid foundation for his chosen career.

"I knew I'd gain discipline in CAP, and that would help me become a pilot in the Air Force," he said. "It's also helped with my playing; it takes a lot of discipline

to practice like I need to so I can keep progressing."

Hamnquist, who practices half an hour a day, also performs at CAP functions. He played at the Squadron 47 banquet and at the Missing Man table that honors fallen soldiers and those missing in action. In addition,

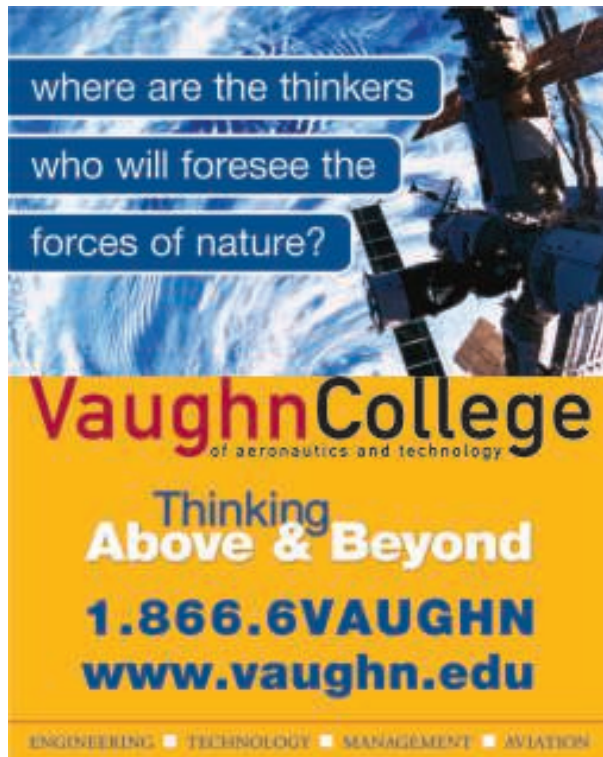
he played at a Wreaths Across America wreath-laying ceremony the last two years in December at Marine Corps Air Station Miramar.

Hamnquist said it's an honor to lend his craft to significant occasions like these. At heart, though, he's devoted purely to the music.

"I just love the sound," he said. "There's nothing else like it." ▲

“ *I knew I'd gain discipline in CAP, and that would help me become a pilot in the Air Force. It's also helped with my playing; it takes a lot of discipline to practice like I need to so I can keep progressing.* **”**

— Cadet 2nd Lt. Cameron Hamnquist



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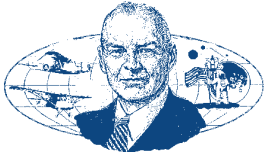
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Achievements



Gill Robb Wilson Award

Highest award for senior members, presented to those 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 November, December and January.

Lt. Col. John D. Hall	AL
Lt. Col. Adam P. Brandao	CA
Maj. David Hernandez	CT
Lt. Col. Weldon B. Cox	FL
Maj. Michael H. Mathewson	KS
Lt. Col. Anthony L. Vallillo	MD
Lt. Col. David Kenan	MN
Lt. Col. Raul Gonzalez	OK
Lt. Col. Edward F. Lee	PCR
Maj. Andrew James Treiman	RMR
Maj. Patrick C. Fulgham	VA
Maj. James S. Keohane	VA
Maj. John Lopez	WA



Paul E. Garber Award

Second-highest award for senior members, presented to those who complete Level IV of the CAP Senior Member Training Program. The senior members listed below received their awards in November, December and January.

Lt. Col. Douglas E. Staats	AK	Maj. Anthony M. Ferrara	HI
Maj. John Rhoades	AL	Maj. Cynthia Wachholz	IA
Lt. Col. Louis G. Fifer	CA	Maj. Sharon R. Groome	IN
Lt. Col. Dana Kirsch	CA	Maj. Daniel C. Pace	KS
Lt. Col. Joseph A. Spahr	CA	Maj. Charles B. Malley	MI
Lt. Col. Don L. Henderson	CO	Maj. Johnny C. White	MI
Maj. Janice C. Daviault	CT	Maj. Peter A. Bohler	NC
Maj. Jeffrey S. Travers	CT	Maj. Ronald G. Cheek	NC
Lt. Col. Bruce B. Heinlein	DC	Maj. Paul J. Bolognone	NJ
Maj. Alvianette G. Kennedy	DE	Maj. Michael F. Castania	NJ
Maj. Catherine H. Twyford	DE	Capt. Maria-Lisa M. DiIlda	NM
Maj. Gerald J. English	FL	Maj. John H. Gravel	NM
Maj. David M. Hamby	FL	Lt. Col. Theodore H. Spitzmiller	NM
Maj. Jennifer Richards	FL	Maj. Carl L. Kelley	PA
Lt. Col. Brent E. Bracewell	GA	Capt. Andrew R. Notarfrancesco	PA
Lt. Col. John L. Caldwell	GA	Maj. Alfredo Laboy	PR
Maj. Lawrence E. Lyles	GA	Maj. Eileen M. Rapose	RI
Capt. Eric A. Corn	HI	Maj. Kim Alan Nash	RMR
		Maj. Deryl L. Miles	SD
		Maj. Jason M. Mettmann	UT
		Lt. Col. Betty M. Moore	UT
		Lt. Col. Roger D. Callahan	WA
		Maj. Michael G. Marshall	WI
		Maj. Robert P. Giese	WY
		Maj. Aaron W. Seng	WY



Gen. Carl A. Spaatz Award

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

Evan C. Yanagihara	CA
Nathan R. Runck	GA
Christopher Weinzapfel	IN
Bonnie C. Wilshire	OH



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 November, December and January.

Luke A. Beck-Fridell	CA	John A. Robertson	NC
Evan C. Yanagihara	CA	Nicholas H. Jennings	NJ
Charles R. Blome	CO	Ryan T. Mellody	NJ
Chase A. Peters	CO	Christopher S. Medina	NM
Christina R. Austin	FL	Bert E. Kirk	NV
Joshua Dovi	FL	Brandon T. Koltes	NV
Jordan J. Rosa	FL	Josiah C. Boggs	NY
Aaron M. Bohan	GA	Sean D. Feldman	NY
Robert L. Hillman	GA	Benjamin M. Tarter	NY
Connor L. Palmquist	GA	Aaron C. Whitney	NY
Daniel P. Schulz	HI	Andrew J. McNany	OH
Jason S. Reed	IN	Jared J. Mohler	OH
Jason G. Dotterweich II	MD	Joshua A. Yeager	OH
Michael D. Gentle Jr	MD	Elizabeth K. Hornbach	PA
Aaron M. Evans	MN	Timothy R. Sam	PA
		Casey J. Brinegar	TN
		Jackson A. Kuplack	TX
		James I. Stevens	TX
		Samantha R. Fulgham	VA
		Michael P. Ebert	WI



Great Lakes

Tuskegee Airman, former World War II POW wows Michigan unit with career exploits

MICHIGAN – Livonia Thunderbolt Composite Squadron members listened to a voice from history when U.S. Air Force Lt. Col. Alex Jefferson recounted his experiences before, during and after his time as an original Tuskegee Airman and as a World War II prisoner of war. Jefferson, 91, described growing up in Detroit, enlisting in the Army Reserve in 1942 and immediately volunteering for flight training. He joined the Army Air Forces and trained at Tuskegee Institute, becoming a second lieutenant in 1943, and then joined the 332nd Fighter Group, which became one of the most decorated fighting units in World War II.

Based in Ramitelli, Italy, Jefferson escorted B-17 and B-24 bombers on missions over Europe. In August 1944, on his 19th mission, he was shot down over the French Mediterranean Coast and captured by the Germans. He spent the rest of the war as a POW in Germany until his camp was liberated on April 29, 1945, by Gen. George Patton's 14th Armored Division.

While fighting for freedom on the front lines, he also fought for civil rights in camps, air bases and segregated cities in his own country. After the war ended he served as a flying instructor at Tuskegee Army Airfield. Discharged Jan. 16, 1947, he stayed in the Air Force Reserve until he retired in 1969.

After moving back to Detroit, Jefferson earned a master's degree from Wayne State University, worked 30 years in the Detroit Public Schools as a teacher and administrator, and helped establish the Detroit chapter and national organization of Tuskegee Airmen.

The former teacher also emphasized lifelong learning to the cadets as well as maintaining a drug-free lifestyle. >> 1st Lt. Thomas Venn



Photo by Capt. Robert Bowden, Michigan Wing

Holding a copy of his 2005 book, *Red Tail Captured, Red Tail Free: Memoirs of a Tuskegee Airman and POW*, Lt. Col. Alex Jefferson recounts his lifelong accomplishments to members of Livonia Thunderbolt Composite Squadron.

Middle East

South Carolina cadets compete in wing's first balsa derby

SOUTH CAROLINA – The South Carolina Wing marked Civil Air Patrol's 71st anniversary with a balsa derby at Midlands Technical College. Cadets flew Delta Darts in competition for first- and second-place honors for longest flight (distance) and longest flight (duration). The competition, planned as an annual event, was conducted as a best-of-three round-robin elimination.

Cadet Airman 1st Class Russell Page placed first in both categories with flights of 86.7 feet and 7.8 seconds. Second place went to fellow Greenville Composite Squadron and Cadet Airman 1st Class John Lazurek, whose plane flew 35.5 feet and 6.2 seconds.

"We had a good start, and we learned some lessons," said Capt. Curt Russell, the Greenville squadron's deputy commander for seniors and a project officer for the competition.

The squadron sponsored the derby in support of the wing's aerospace education program. "The wing asked the squadrons to come up with something to help get cadets doing things in AE," said Maj. Chuck Morris, Greenville squadron commander. "A balsa derby seemed like just the ticket for our cadet aviators." To get things started, the squadron supplied Delta Dart kits to all South Carolina units, funded the prizes and provided administrative support.

"Next year we expect members from other units to help out, which will allow us to expand the contest and include an original designs category," Morris said. "As it is, our cadets did very well, and we are quite proud of them." >> Maj. Chuck Morris

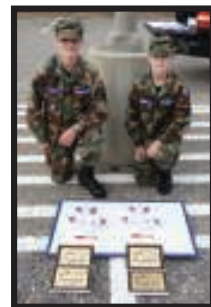


Photo by Capt. Curt Russell, South Carolina Wing

Cadet Airmen 1st Class Russell Page, left, and John Lazurek took first and second place, respectively, in the inaugural South Carolina Wing balsa derby, which marked CAP's 71st anniversary.

North Central

South Dakota search and rescue exercise draws record involvement, media attention

SOUTH DAKOTA – Record participation and unprecedented media interest highlighted the South Dakota Wing's split search and rescue exercise in Sioux Falls and Rapid City. In all, 53 members from Big Sioux and Sioux Falls composite squadrons participated in the Sioux Falls phase, which also attracted coverage from all three Sioux Falls commercial TV news stations — KDLT-TV, the NBC affiliate; KELO-TV, the CBS affiliate; and KSFY-TV, the ABC affiliate — and the state's largest daily newspaper, the *Sioux Falls Argus Leader*. In Rapid City, 13 members from squadrons in the Black Hills area participated in search and rescue missions and flew cadet orientation flights.

In Sioux Falls the wing also offered two media flights, which KELO and KDLT snapped up. In addition, KFSY presented a package on the exercise, and the *Argus Leader* ran an article on the exercise and cadet participation, as well as an online photo gallery of the event.

Exercise activities included locating practice beacons as well as ground team and mission base training. Typical South Dakota winter weather helped make the exercises more realistic. Col. John Seten, wing commander and the Sioux Falls incident commander, said the participants' operational risk management skills "were tested with snow squalls over the eastern part of the state, which we attempted to operate around, and some less-than-ideal sky ceilings and road conditions in the Black Hills." >> Maj. Todd Epp



Photo by Capt. Jerry Foy, South Dakota Wing

A pair of mission pilots from Sioux Falls Composite Squadron, 1st Lt. Neil Schmid, left, and Capt. Matt Meert, flank KELO-TV reporter Stephanie Gregory and KDLT-TV reporter Laura Monteverdi.

Northeast

Vermont member creates online training video for fellow cadets

VERMONT – Cadet Airman 1st Class Vincent Moeykens of Springfield Composite Squadron was excited when the Vermont Wing's director of cadet programs, Maj. Barbara Leary, announced a land-navigation training exercise.

Held at the National Guard Training Center in Jericho, the exercise required participants to put together a 72-hour cold weather pack, complete the Guard's land navigation leadership obstacle course and conduct nighttime fire watches and orientation drills. As the date approached, Moeykens grew concerned that three new cadets in his unit hadn't completed the required CAP general emergency services tests, which would keep them from participating.

He decided to act. A few days before the exercise, Moeykens emailed all squadron members a link to a 9 1/2-minute YouTube video he had created — "How to Get Ground Team Rated in the Civil Air Patrol" — that provided easy-to-follow instructions on how to find the test requirements and complete the online exam. Two of the cadets went to the YouTube link, followed Moeykens' instructions, took the test and were cleared for action for the upcoming weekend.

Though he is proficient with computers, Moeykens doesn't consider himself a "geek." He enjoys soccer, skiing and aviation, as well as math and science projects. Empowered by his recent success, he hopes to continue making videos designed to help new and older CAP members. >> 1st Lt. Diana Hayes



Photo by 1st Lt. Diana Hayes, Vermont Wing

Then-Cadet Airman 1st Class Vincent Moeykens shows off a 72-hour cold weather pack worn by his father, 2nd Lt. Paul Moeykens, deputy commander of cadets for Springfield Composite Squadron.

Pacific

California unit offers color guard expertise

CALIFORNIA – Skyhawk Composite Squadron 47 members' eagerness to share their mastery in operating a successful color guard program — one that's produced three National Cadet Competition champions in 2003, 2006 and 2011 — led the unit to conduct an academy for members of other squadrons interested in forming or improving their own color guards. More than 20 color guard members from four other California Wing squadrons and one Utah Wing unit, along with their coaches, participated in the weekend color guard academy at Camp Pendleton. Nine Squadron 47 cadets attended as well.

The three-day camp featured classroom presentations, practice drills and workshops and provided reference materials for the participants to take home and share. Class and workshop topics included "Starting a Color Guard," "Manual of Arms" and "Flag Folding," as well as a "Panel Quiz." Along with presentations led by a training staff made up largely of former competitors at the national level, participants also observed demonstrations by a color guard team composed of previous years' champions.

Every event in a color guard competition was covered, and staff shared hints and experiences with the eager students. After the classroom work, the cadets and coaches headed off to the drill pad to practice what they had just learned. Appropriately, the weekend concluded with a graduation parade of the color guard teams. Plans are already under way for the next academy, which organizers expect to last a week this time. >> Maj. Audrey DiGiantomasso



Photo by Maj. Audrey DiGiantomasso, California Wing

Cadet Staff Sgt. Zach Beecher and Cadet Col. Michael Chung, both former Skyhawk Composite Squadron 47 drill team members, show younger cadets some of the finer points of flag folding.

Rocky Mountain

Members visit Air National Guard facility

WYOMING – Three dozen Wyoming Wing members — 24 cadets and 12 officers from the Capt. Michael S. Walker Memorial, Casper, 492 Emergency Services and Power River composite squadrons — eagerly accepted an invitation to spend a day with the Wyoming Air National Guard at its Joint Operations Center in Cheyenne.

The cadets received briefings from some 30 Guard personnel involved in recruiting and retention, logistics readiness, supply, civil engineering, aeromedical evacuation support, life and airlift support, vehicle maintenance, air traffic control and firefighting. They learned what each unit's responsibilities are and how each contributes to the Guard's overall mission.

A C-130 orientation ride highlighted the visit. >> Maj. Jeanne Stone-Hunter



Photo by Maj. Miguel Acevedo, Wyoming Wing

Wyoming Wing cadets enjoy a C-130 orientation ride courtesy of the state Air National Guard.

Southeast

Puerto Rico Wing takes two-phase approach to rocketry school

PUERTO RICO – Group 4 staff carried out the Puerto Rico Wing's first-ever blended model rocketry school in Yauco, featuring online preparation followed by classroom instruction and, ultimately, launching-pad execution. Before the weekend school began, Lt. Col. Janice Borrero — Group 4 internal aerospace education officer and assistant cadet programs officer — prepared, designed and moderated online sessions during which participating cadets read about rocketry, watched instructional videos and took exams.

For the ensuing hands-on course, instructors and cadet staff from Yauco's Maj. William Biaggi Cadet Squadron helped the cadets build Goddard rockets, pop bottle rockets, air pressure rockets and single-stage rockets powered by an electronically ignited engine.

On the final day, participants moved to the launch area. After receiving safety instructions, they assembled their projectiles, prepared for ignition and counted down to liftoff, then watched excitedly as the rockets climbed high, deployed parachutes and floated gently back to earth.

>> Capt. Ruben Fournier



Photo by Maj. Manuel Mane, Puerto Rico Wing

Cadet Airman Edgar Feliciano of the Capt. Lawrence E. Erickson Cadet Squadron displays model rockets he built during a Group 4 school.

Southwest

Training exercise turns into actual mission

OKLAHOMA – What was planned as a routine search and rescue field training session for Jenks-Riverside Flight members quickly turned into an actual mission for the Tulsa-based unit. "We were simply planning on taking the cadets out to see how all the electronic gear we use in search and rescue worked," Cadet Maj. Abby Donjakowski said. But it suddenly became a real-life mission, to find an emergency locator transmitter — a common piece of equipment on all aircraft, activated after a crash or in some cases a hard landing.

"We immediately went into mission mode when we switched the piece of equipment over to the military emergency frequency and began to hear that a beacon was active," said Maj. Sam Ory, Starbase Composite Squadron commander, who was visiting the Jenks unit to assist with the training. "We're trained to always check every frequency before we put the gear away, just in case," Ory said. "That happenstance ended up paying off."

After the Air Force Rescue Coordination Center at Tyndall Air Force Base, Fla., was alerted, a mission number for the search was issued and members went to work tracking down the ELT. Within minutes the 12-member team had narrowed down the signal's source to a hangar at Richard L. Jones Jr. Riverside Airport. Contact with one of the building's three tenants followed.

Just inside the hangar door, the team found an aircraft undergoing a complete teardown and rebuild. There on a workbench just in front of the aircraft was the ELT unit, on and active. >> Capt. Rick Rutledge



Photo by Capt. Rick Rutledge, Oklahoma Wing

Cadet Capt. Ben Leskowat, Cadet Maj. Isaac Leskowat and Cadet 2nd Lts. Ryan Dougherty and Jeremy Harmon, clockwise from bottom left, record essential ELT search mission information.

National Headquarters Squadrons

Osan unit conducts Korea's first CAP encampment

SOUTH KOREA – Korea's first Civil Air Patrol encampment – held at Osan Air Base, home of the Osan Air Base Cadet Squadron, one of the organization's overseas units — was the focus of a "Korea Update" video segment by American Forces Network Korea. Air Force Staff Sgt. Jennifer Stai's report showed cadets launching model rockets, marching in formation and practicing drill. It also featured interviews with three participating cadets — two from the Yokota Cadet Squadron, headquartered at Yokota Air Base in Tokyo, and one from the Georgia Wing.

The encampment involved 25 cadets from Korea, Japan, Georgia and Indiana, as well as 17 officers. In addition to such standard encampment activities as drill, inspections, a knowledge bowl and volleyball competition, highlights included tours of the U.S. Air Force's highest-flying intelligence, surveillance and reconnaissance aircraft and the Lockheed U-2 Dragon Lady, as well as turns at trying out A-10 and F-16 flight simulators.

A visit to nearby Camp Humphreys — home to Desiderio Army Airfield, the busiest U.S. Army air field in Asia — allowed the cadets to look at several helicopters, including the CH-47, H-60 and AH-64. They also traveled to the War Memorial of Korea museum at Seoul, where they were able to see Korean and U.S. military vehicles, aircraft and ships used in the Korean War and since, as well as a few captured North Korean and Chinese craft. >> Lt. Col. Andreas Wesemann



Photo by Lt. Col. Andreas Wesemann

Participants in the Osan Air Base Cadet Squadron encampment listen as a U.S. Army officer tells them about the Boeing AH-64 Apache helicopter at Camp Humphreys.

Air Combat Command chief talks with CAP members about plane

LOUISIANA – When U.S. Air Force Gen. Mike Hostage, Air Combat Command commander, visited Fort Polk, La., for a Green Flag East exercise, his itinerary included inspection of Civil Air Patrol's full-motion-video-equipped Cessna 182s used in the exercise, as well as a Q&A with members of National Headquarters' Green Flag East Squadron.

Hostage spoke with Lt. Col. Steve Wood, the squadron's commander, and with Capts. January Parker, lead sensor trainer, and Stephen Gladwin, standardization/evaluation officer. Also on hand was Lt. Col. Keith Riddle, the unit's operations officer. Together, the CAP team explained how the specially equipped Cessna is used to simulate the actions of unmanned aircraft for the purposes of military training.

Green Flag East is part of a joint operation conducted to help service members train for future missions. Its exercises originate at Barksdale Air Force Base, La., in support of the Joint Readiness Training Center at Fort Polk. >> Dan Bailey, CAP National Headquarters



Photo courtesy of U.S. Air Force Airman 1st Class Joseph A. Pagán Jr.

U.S. Air Force Gen. Mike Hostage, center, Air Combat Command commander, is joined by Capts. Stephen Gladwin and January Parker as he admires a CAP Cessna 182 equipped with full-motion-video. Gladwin and Parker are members of CAP's Green Flag East Squadron.

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