

CIVIL AIR PATROL

April-June 2014



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April-June 2014

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U.S. Air Force Gen. Donald J. Kutyna received this photo of himself and President Ronald Reagan for his work and contributions to the presidential commission formed to investigate Space Shuttle Challenger's explosion 73 seconds after takeoff in January 1986. A former Civil Air Patrol cadet, Kutyna was one of several Americans, including astronauts Neil Armstrong and Sally Ride, selected to serve on the commission. The panel's findings helped determine the cause of the explosion, which claimed the lives of all seven crew members.

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When this Jeep Grand Cherokee overturned in the Nevada mountains, stranding a family of six, Civil Air Patrol's Cell Phone Forensics Team used a clue provided from a local cell phone tower to direct rescuers to "a new area." That new area was where the couple and four children were found alive, two days after they went missing. See page 20 for more about the successful search and rescue, which generated a mountain of national publicity for the Nevada Wing and the Cell Phone Forensics Team. Photo courtesy of Lucia and Salvador Paredes

*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. Official internal CAP communications should continue to use the U.S. Air Force rank abbreviations found in CAPR 35-5.



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Visit [www.capvolunteernow.com](http://www.capvolunteernow.com) daily for squadron and wing news.

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## Members honor fallen through Wreaths Across America

Florida Wing members from five Group 3 units — Citrus, Hernando and Polk County composite squadrons and Wesley Chapel and Zephyr Airport cadet squadrons — came together in December to participate in Wreaths Across America ceremonies at Florida National Cemetery in Bushnell. Cadet 2nd Lt. Kyle Curabba of Wesley Chapel squadron joined others in placing evergreen wreaths on

veterans' gravestones throughout the cemetery, a scenario repeated in more than 800 similarly solemn settings throughout the nation and overseas as part of the annual tribute to the nation's fallen. Civil Air Patrol has been a partner in Wreaths Across America since its inception, with members not only placing wreaths but also selling wreath sponsorships, organizing ceremonies, presenting the colors and delivering commemorative addresses at cemeteries, memorials, state capitols and other public places. Photo by Maj. Steve Lampasona, Florida Wing

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## Hurricane Sandy mission earns National Aeronautic Association Public Benefit Flying Award

Civil Air Patrol was honored for one of its largest missions ever — the response to Hurricane Sandy in 2012 — by the National Aeronautic Association, which presented its Outstanding Achievement in Public Benefit Flying Award to the organization



for its role after the massive hurricane ripped into the East Coast in November 2012. "The award recognizes the exceptional service of 21 CAP wings in providing FEMA, states and local communities with more than 158,000 aerial images used to identify critical infrastructure needs," said Maj. Gen. Chuck Carr, CAP national commander, who joined Don Rowland, chief operating officer, in accepting the award at the NAA's Fall Awards Banquet in Arlington, Va. Beside Carr, left, and Rowland is Marianne Stevenson, founder and president of AERObridge, which the NAA also honored for its involvement in the hurricane response. Photo courtesy of National

Aeronautic Association



# Civil Air Patrol bestows rare honor on Iowa statesman

By Steve Cox

*Recognized as 'a selfless and significant' contributor to Civil Air Patrol, U.S. Sen. and CAP Col. Tom Harkin was inducted into organization's Hall of Honor*

**W**hile on Capitol Hill for the 2014 Legislative Day, Civil Air Patrol inducted U.S. Sen. Tom Harkin into the CAP Hall of Honor, making him only the 34th person in the U.S. Air Force Auxiliary's more than 72-year history to attain such high recognition and just the second member of Congress, joining former New York Congressman and fellow CAP Col. Lester L. Wolff, who was inducted in 1985.

Harkin, longtime commander of CAP's Congressional Squadron in Washington, D.C., was honored for his 30 years of CAP service during an afternoon reception in the Senate's Russell Office Building.

"I very much appreciate this honor," said Harkin, a Democrat whose service to his home state of Iowa spans five decades. "I've been proud to be a part of CAP. It's been a labor of love, and this award means a lot to me."

Induction into the Hall of Honor is CAP's greatest tribute in recognition of outstanding, sustained service. Exceptional members are inducted upon recommendation of the Hall of Honor Committee and approval by CAP's Senior Advisory Group.



The Hall of Honor exists in a special exhibit in the National Museum of the U.S. Air Force at Wright-Patterson Air Force Base, Ohio, as a lasting memorial of individual service to CAP. A miniature version is displayed at CAP National Headquarters at Maxwell AFB, Ala.

Harkin, a former U.S. Navy officer and fighter pilot, was elected to the U.S. House of Representatives in 1974 and to the Senate in 1984. During his nearly 40 years in Congress, the senator has served on and chaired many important congressional committees. True to his character, he is well-known by his colleagues as a strong advocate for those with disabilities, having introduced the Americans With Disabilities Act in the Senate.

Col. John Swain, CAP's government relations director, said Harkin's longtime leadership and dedication to CAP have helped transform the organization into one of the nation's premier public service organizations.

Joining the Congressional Squadron in 1984, Harkin soon became its commander and, most importantly, CAP's most vocal and respected advocate in Congress. In the intervening years, he has played a key role in numerous CAP issues and events critical to CAP's present day success. "His door is always open to us," said retired Air Force Col. Ken Goss, a former CAP cadet and current member who emceed Harkin's induction ceremony.

In 1985, soon after joining Civil Air Patrol, Harkin worked



U.S. Sen. Tom Harkin addresses CAP members and friends assembled in the Senate's Russell Office Building for his Hall of Honor induction ceremony. Moments before his comments, Harkin became the Hall of Honor's 34th member, joining former New York Congressman and fellow CAP Col. Lester L. Wolff as the only two members of Congress to be inducted into the prestigious group, which is considered CAP's highest honor. Wolff, a CAP subchaser during World War II, was inducted into the Hall of Honor in 1985. Photos by Susan Schneider, CAP National Headquarters

Opposite page: Harkin receives his CAP Hall of Honor plaque from National Commander Maj. Gen. Chuck Carr as National Vice Commander Brig. Gen. Joe Vazquez applauds. The presentation was made during a Legislative Day congressional reception hosted by CAP.

*Previous*

**Hall of Honor inductees**

*(with years of induction):*

- Gill Robb Wilson 1972
- Gen. Carl A. "Tooley" Spaatz 1972
- Brig. Gen. D. Harold Byrd 1972
- Brig. Gen. William C. "Cecil" Whelen 1972
- Brig. Gen. Paul W. Turner 1972
- Brig. Gen. Lyle W. Castle 1972
- Brig. Gen. F. Ward Reilly 1972
- Col. Clara E. Livingston 1972
- Col. Joseph S. Bergin 1972
- Col. Alan C. Perkinson 1972
- Maj. Gen. Lucas V. Beau 1973
- Col. Edwin Lyons 1973
- Brig. Gen. Earle E. Johnson 1973
- Brig. Gen. S. H. "Hal" duPont Jr. 1974
- Col. James E. Carter 1974
- Brig. Gen. William M. Patterson 1976
- Col. Zack T. Mosley 1976
- Col. Robert H. Herweh 1979
- Dr. Mervin K. Strickler Jr. 1979
- Brig. Gen. Thomas C. Casaday 1980
- Col. Louisa S. Morse 1982
- Col. Gordon T. Weir 1982
- Brig. Gen. Johnnie Boyd 1983
- Col. Lester L. Wolff 1985
- Lt. Col. William D. "Bill" Madsen 1985
- Col. Larry D. Miller 1986
- Col. Obed A. "Poncho" Donaldson 1987
- John V. "Jack" Sorenson 1987
- Dr. Paul E. Garber 1988
- Col. Guy P. Gannett 1992
- Col. Troy G. Sullivan 1992
- Brig. Gen. Warren J. Barry 1993
- Maj. Gen. Richard L. Bowling 2008





Retired Air Force Col. Ken Goss, a former Civil Air Patrol cadet (Spaatz cadet No. 39) and current senior member who lives in Washington, serves as the emcee for Harkin's induction ceremony. Goss described Harkin as a great friend of CAP whose door is "always open to us."

**"I've been proud to be a part of CAP. It's been a labor of love."**

Medal legislation honoring the service of CAP's founding members during World War II. He quickly gained support for the bill and ensured its passage in the Senate.

"I feel so close to CAP and all the things you've done in the past," he said. "I cannot tell you how much you mean to me and the country, which is why I was happy to pick up the Congressional Gold Medal initiative. By June, we will have good news. ... It will pass in the House and we will have a ceremony as soon as possible after that awarding the Congressional Gold Medal, finally, to CAP."

As the newest Hall of Honor inductee, Harkin joins CAP's most prestigious group. Previous inductees have included Gill Robb Wilson, who served as the first director of Civil Air Patrol; World War II-era Gen. Carl A. "Tooney" Spaatz, the first chief of staff of the U.S. Air Force; and a host of former CAP national commanders who each made their own indelible mark on the organization.

"If you look at the list of past inductees since the founding of this award in 1972, you realize these men and women were singularly distinctive in making selfless contributions, without whom CAP would not be the organization it is today," said Goss.

"Sen. Harkin, Civil Air Patrol is indeed honored and proud to induct you into the CAP Hall of Honor for 30 years of selfless and significant contributions to our organization. This induction comes with our profound thanks for all you have done for CAP," he said.

"I really appreciate your kind words and this generous honor," said Harkin, who added this will be his last year in Congress. "Now that I know I will be a lifetime member of CAP, I think there are some things I'd like to do for CAP after I retire." ▲

on the first full appropriations bill for CAP, and he has touted the cost-effective volunteer missions and programs of CAP to his Senate and House colleagues ever since. "Sen. Harkin immediately reached across the aisle to his Republican colleagues to talk about the great work CAP does across the nation and for thousands of communities," said Swain.

Harkin told the more than 100 CAP members gathered for his induction ceremony, "It's your contributions that make CAP successful as the only auxiliary of the U.S. Air Force. It's why I've fought so hard for the appropriations."

In 1992, Harkin helped secure expanded facilities for CAP at Andrews AFB, where the Lester L. Wolff Flight Facility was subsequently developed.

Harkin has been a rated CAP mission pilot and has flown a number of training and actual missions, including counterdrug flights off the southern tip of Florida. He also has served as an adviser to CAP's national commanders, providing valuable insight on how CAP can best address some of its budget and operational challenges.


Most recently, Harkin introduced Congressional Gold



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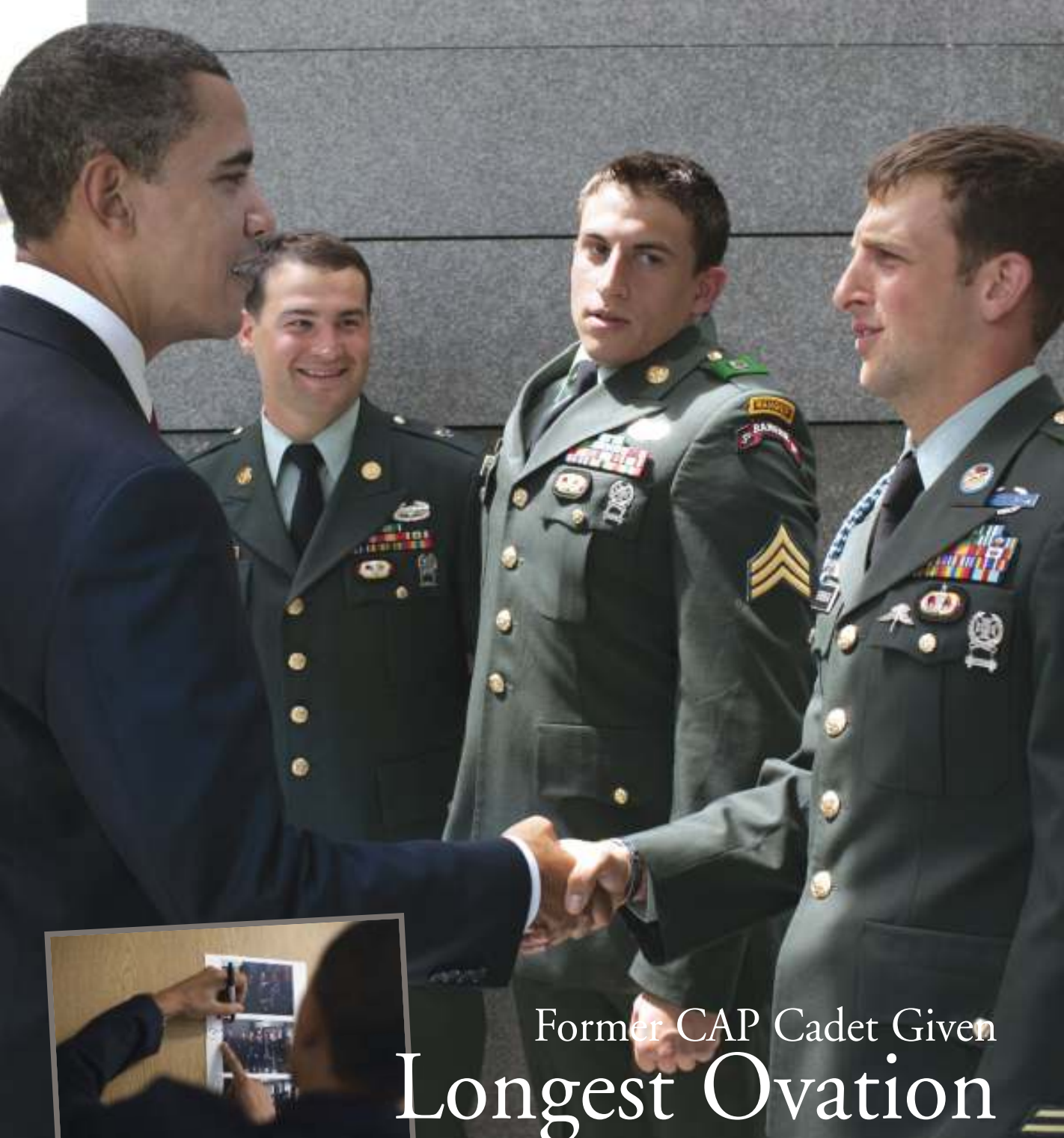
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Former CAP Cadet Given  
**Longest Ovation**  
at State of the Union Address

*By Mitzi Palmer*



**O**n Jan. 28, U.S. Army Sgt. 1st Class Cory Remsburg brought normally divided members of Congress together for nearly two full minutes as they stood in unison to honor his sacrifice and dedication to the U.S. Theirs was the longest standing ovation in modern history at a State of the Union address.

Remsburg, an Army Ranger and former Civil Air Patrol cadet in the Missouri Wing, was nearly killed Oct. 1, 2009, by a roadside bomb while serving in Kandahar, Afghanistan, as part of the Special Operations Command combat team. The explosion propelled him into a canal, face-down in water with shrapnel lodged in his brain, leaving him in a three-month coma, partially paralyzed, brain-damaged and barely able to speak.

“My fellow Americans, men and women like Cory remind us that America has never come easy,” President Barack Obama said during his speech on Capitol Hill. “Our freedom, our democracy, has never been easy. Sometimes we stumble; we make mistakes; we get frustrated or discouraged. But for more than 200 years, we have put those things aside and placed our collective shoulder to the wheel of progress — to create and build and expand the possibilities of individual achievement, to free other nations from tyranny and fear, to promote justice, and fairness and equality under the law, so that the words set to paper by our founders are made real for every citizen.”

## **Honoring a Soldier**

Remsburg had actually met Obama two other times before the State of the Union address. Their initial encounter occurred in France just a few months before the 2009 incident, at ceremonies commemorating the 65th anniversary of the D-Day landings in Normandy. During his address, the president described him as a “strong, impressive young man (who) had an easy

manner and (who) was sharp as a tack” during that first meeting.

The second time they met was about a year later in a Maryland hospital where Remsburg was sent for surgery. On the hospital wall was a photo of the uniformed soldier and Obama taken in Normandy.

“He couldn’t speak; he could barely move,” Obama told a nearly silent crowd in the House of Representatives chamber.

But that same soldier gave the president a big thumbs-up during the State of the Union ovation that left an impression on so many people.

A total of 12 were honored during the annual address, but none of the others prompted such an outburst of applause.

“He was truly humbled, but he knows this is much more than about him personally,” said his father and caregiver, Craig Remsburg, a retired U.S. Air Force Reserve firefighter who spent the last part of his career with the CAP Reserve Assistance Program as assistant supervisor in the North Central Region. While he was the one standing (alongside first lady Michelle Obama), he wants people to know we have thousands of wounded warriors — some very much worse than Cory. “We need to remember them during their transition and support the Gold Star programs for those who paid the ultimate price, and those still in harm’s way.

“The ovation was for them — to show support from elected officials,” he said.

## **Contributing to the Cause**

The roadside bomb that left Remsburg fighting for life exploded during his 10th deployment. His father said Remsburg joined CAP in 1998 and served until high school graduation in June 2001, then joined the Army the next month on his 18th birthday.

“He wanted to contribute,” said Craig, who recalls his

President Barack Obama greets Army Ranger Sgt. 1st Class Cory Remsburg and other U.S. military participants at the Visitor’s Center before a ceremony marking the 65th anniversary of the D-Day Landings at the Normandy American Cemetery and Memorial in Colleville-sur-Mer, Normandy, France, in June 2009. Official White House photos by Pete Souza

Inset: Obama signs photos from Normandy of him and Remsburg while visiting with wounded warriors at the National Naval Medical Center in Bethesda, Md., on Feb. 28, 2010.

## DECORATED WITH HIGHEST HONORS

Sgt. 1st Class Cory Remsburg's military education includes the Emergency Medical Technician/Paramedic Refresher Course, Basic Airborne Course, Ranger Assessment and Selection Program, U.S. Army Ranger Course, Warrior Leader Course, Military Free Fall Parachutist Course, Jumpmaster Course, Combatives Level 1 and the Advanced Leader Course.

His awards and decorations include the Ranger Tab, the Combat Infantryman Badge, Expert Infantryman Badge, Senior Parachutist Badge, Military Free Fall Parachutist Badge and the Parachutist Badge.

He has also been awarded the Bronze Star, Purple Heart, Joint Service Commendation Medal, Army Commendation Medal for valor, Army Commendation Medal with one oak leaf cluster, Army Achievement Medal with one oak leaf cluster, Army Good Conduct Medal with three oak leaf clusters, National Defense Service Medal, Afghanistan Campaign Medal with combat star, Iraq Campaign Medal with combat star, Global War on Terrorism Expeditionary Medal, Global War on Terrorism Service Medal, Noncommissioned Officer Professional Development Ribbon and the Army Service Ribbon.



Remsburg gives a Ranger Challenge Coin to Obama after the president's State of the Union address on Jan. 28. Remsburg and his father, Craig Remsburg, were guests of first lady Michelle Obama and sat with her during the speech.

son really enjoyed his involvement in CAP, and especially search and rescue-type activities. "He wanted to belong to something special."

While researching his options, the recent high school graduate liked what he learned about the Army Rangers. He especially liked the team camaraderie and the idea that he could parachute.

Remsburg is still on active-duty status, pending military medical retirement later this year.

His father remembers both his and his son's feelings the day Cory was first deployed.

"We were proud of what he decided, following a long

line of Remsburg military service," Craig said. "Cory was determined to 'take care of business,' protect his buddies and get back home."

During his tenure, Remsburg served three- to five-month rotations with other Army Ranger battalions, totaling 39 months of combat. And not just any combat, but Special Operations Command combat, which frequently meant searching for targets.

Today, after 3½ years in hospitals and medical facilities, thousands of hours of therapy and countless medical surgeries and procedures, Remsburg is still blind in one eye and struggles with his left side, but he's growing



stronger daily. Now back in his Phoenix home with his father and stepmother, he continues a minimum of four to six hours of therapy each day. He has slowly learned to speak some, stand and walk again.

And despite his struggles, he even noted in a “CBS Evening News” interview that he would go back and do it again if he could.

“I’m very proud, obviously,” his father said. “While he is very seriously injured, he refuses to let that define his life. He wants to engage; while not on the battlefield, he will come back to continue to contribute to the cause.”

As Obama closed his speech, he added, “The America

we want for our kids — a rising America where honest work is plentiful and communities are strong; where prosperity is widely shared and opportunity for all lets us go as far as our dreams and toil will take us — none of it is easy. But if we work together; if we summon what is best in us, the way Cory summoned what is best in him, with our feet planted firmly in today but our eyes cast towards tomorrow, I know it’s within our reach.

“Believe it.” ▲

*Lt. Col. Randy Fuller, commander of the Missouri Wing’s Legislative Squadron, contributed to this story.*



Obama meets privately with Remsburg at Desert Vista High School in Phoenix on Aug. 6, 2013, and below at the National Naval Medical Center in Bethesda, Md., on Feb. 28, 2010.



# CAP's Connection to Challenger Explosion

*Former Cadet Served on Presidential Commission, Helped Discover Cause of Space Shuttle Disaster*

*By Jennifer S. Kornegay*



U.S. Air Force Gen. Donald J. Kutyna, left, and former astronaut Neil Armstrong visit Cape Canaveral to gather data for the Challenger investigation.

**D**o you remember where you were when you heard? Or maybe you saw it happen. When Space Shuttle Challenger's fuel tank exploded just over a minute after liftoff on Jan. 28, 1986, it was the space program's worst and most visible disaster, with many people watching live on television and millions more seeing the replay. Excitement turned to shock in mere seconds, and finding an explanation for the tragedy became a priority.

Retired U.S. Air Force Gen. Donald J. Kutyna, a former Civil Air Patrol cadet, remembers exactly where he was: "I was in the Pentagon walking down the hall when someone said, 'The shuttle just crashed.' It was a terrible moment."

Not long after, Kutyna was asked to serve on the presidential commission tasked with identifying the cause of the accident. He credits his CAP experience for helping him reach such a stellar level in his career. "I got such great leadership training at CAP at such a young age, and in each part of my career I had an advantage because of that training," he said.

## Starting Small

It all began in Chicago, when a young Don Kutyna became interested in the military and flying after watching several beloved uncles go off to World War II. “In those days, airplanes were not that common,” he said. “I was intrigued by them and all aspects of aviation.”

So when he heard about a group called Civil Air Patrol that would give him up-close-and-personal access to airplanes as well as a connection to the military, “I signed up as fast as I could,” he said. His squadron met at O’Hare Airfield in the same hangar where the Enola Gay was stored temporarily after the end of the war.

“We wore uniforms and got to march around. We did classes on the military and on flying,” he said. “I learned so much, but it was really a lot of fun, too; I enjoyed it greatly.”

At cadet summer camp, Kutyna found his niche. “That’s where we got into the military training, the marching and other military customs,” he said. “I learned all these cadence songs and had a grand time doing that. I had a loud voice and got to lead formations most of the time.”

He stayed active in CAP until he went to college at the University of Iowa. “I took uniforms with me, thinking I would join up with a squadron there, but that didn’t work out,” he said.

College almost didn’t work out, either. While his first year at Iowa went well (he earned A’s or B’s in all courses), during his job washing dishes in the University Hospital he saw a beautiful girl delivering meals to the patients. Awestruck, he told his co-worker, “I’m gonna marry that girl.” It was a quick and wonderful courtship, and he impressed the girl (she became his wife) — but not his college professors. He was on the brink of flunking out and being drafted for the Korean War.

Then, another sighting, this time of a gray and black uniform, changed the course of his life. “I saw a friend



U.S. Air Force Gen. Donald J. Kutyna, standing left on back row, and other members of the Challenger commission presented their report to President Ronald Reagan at the White House.

---

in a West Point uniform and said, ‘How do I get one of those?’ He told me to go see my congressman,” Kutyna said.

He did as his friend said (and showed only his freshman-year grades), but he needed a letter of recommendation. CAP helped shape his future yet again when he asked his old cadet squadron commander to write one. “He did, and I got into West Point,” Kutyna said. “I was told later that it was the CAP recommendation that got me in, so that is really one of the biggest payoffs I received from my CAP days.”

His time in CAP also gave him a leg up at West Point; he already knew most of the basic military training, including cadence songs, and knew how to lead them. “That helped me stand out among the other 700 cadets and really got me my start,” he said.

When he graduated from West Point in 1957, the recently formed U. S. Air Force Academy had not yet



graduated a class. So at that time, new Air Force officers were obtained by allowing 25 percent of both West Point and the Naval Academy graduates to be commissioned into the Air Force. On the day of his graduation, Kutyna was commissioned as an Air Force second lieutenant.

### **Flying Ever Higher**

The next rung in his career ladder was flight training in the Air Force, where he ended up at the top of his class in academics, flying and leadership. But as thanks for his excellent performance, instead of a fighter jet he got stuck with a B-47 bomber after training, since there was a need for good pilots to fly them. “You get lemons, you make lemonade, so I learned to fly it,” Kutyna said. He had to complete 1,000 hours and did it in three years by taking on extra missions. He became the most junior officer graduate (a first lieutenant) of flying school to make aircraft commander of a B-47.

By then, the Cold War was at full chill, which meant Kutyna and his bomber crew stayed on high alert sitting at the end of a runway ready for takeoff should the call come, as long as 260 days in one year. “That got old,” he said. Old enough to push him into academics; he got his master’s at MIT with plans to teach at the newly founded Air Force Academy, but by the time he graduated, academics had gotten old, too.

He found the best of both words by graduating from test pilot school and taking charge of academics at the Air Force’s Aerospace Research Pilot School, training test pilots and astronauts for U.S. aircraft and space programs.

While there, he volunteered for the Vietnam War and finally got to fly a fighter jet, the F-105 Thunderchief. “It was the outstanding fighter of the war, and that was good news and bad news,” he said. “Because it was so good, they kept sending us out. In 1967 and 1968, half the pilots of these did not come home.”

But Kutyna did, successfully flying 120 missions. With combat experience, a master’s from MIT, teaching and test pilot experience, there was only one place left to go: the Pentagon. And then he kept climbing.

In 1982, he became deputy commander for Space Launch and Control Systems at Space Division, Air Force Systems Command, where he began his work with

rockets and with accident investigations. “In two years, we launched 34 rockets with no problems,” he said. Then a crucial clamp broke on an Atlas rocket, letting all the oxygen bleed out and resulting in a crash. “The Air Force had not lost a big rocket in 14 years, and they wanted to know what happened. We didn’t even know how to investigate,” Kutyna said. “So we figured out from scratch how to identify the problem.”

In 1984, his expertise in this new field put him back at the Pentagon running similar investigations in addition to other duties. He became the Air Force’s director of Space Systems and Command, Control and Communications.



Kutyna, left, is on hand to greet President George H.W. Bush after landing at Peterson Air Force Base, Colo., in 1991.

### **Answering the Questions**

In 1986, in the aftermath of the Challenger disaster, the Air Force was asked to add a representative to the presidential commission heading the investigation. Kutyna, then a two-star general, was the natural first choice. He joined former astronaut Neil Armstrong and then astronaut Sally Ride, the head of Boeing and theoretical physicist Dr. Richard Feynman, among others, for the first meeting and found everyone a bit unsure on how to proceed. He offered his ideas, and based on his plan the commission broke into specific panels to examine every facet of the launch — weather, training,

equipment failure and more — in an effort to answer how and why.

Kutyna led the equipment failure panel that included Armstrong and Feynman and that eventually found the cause of the accident — it was something quite small but extremely important, and it had doomed the space shuttle. A simple rubber ring that should have kept hot air out of the fuel tank failed because it was cold the morning of the launch.

“When it got cold, the O-rings got stiff and didn’t bounce back from being compressed by the joint and so



In the mid-'80s, Kutyna poses in his Pentagon office with a photo of the space shuttle and a replica of his Vietnam fighter jet, the F-105 Thunderchief known as “The Polish Glider.”

didn’t fill the space,” he said. “So a jet of hot air burned a supporting strut, and it blew up.” This discovery is now well known, but how Kutyna and his team figured it out isn’t.

“We did not know that the rings couldn’t handle cold,” he said. But someone did. “Sally Ride worked at NASA then, and one of her friends slipped her a piece of paper that read, ‘Those O-rings get brittle and inflexible when cold.’”

Ride knew the commission needed the information, but she couldn’t reveal her source. So she trusted Kutyna with her secret. “We were walking down the hall, and without turning her head toward me, she just slips me this paper. Because she gave it to me without saying a word, I understood,” he said.

Thanks to Ride, Kutyna then had the answer, but he needed to keep Ride and her friend — and NASA— out

of it. He needed to help someone else on his panel figure it out so they could present the information.

“I had Feynman over for dinner and took him to see my Opel GT in my garage where I had the carburetor out to clean it,” he said. “I said, ‘This carburetor has rubber O-rings, and they leak when it gets cold. Do you think that could have happened to the Challenger?’”

That was all Feynman needed. At the next commission meeting, he brought a C-clamp with a rubber O-ring. He removed the ring and dropped it in a glass of water to show how it would stay compressed when cold. The commission, and the country, finally had its answer. In June 1986, the commission’s official report was submitted to President Ronald Reagan.

This same story was recently told in the television movie “The Challenger Disaster,” which aired on the Discovery Channel and the Science Channel in November. Kutyna was pleased with the way production turned out. “It was good; they had to take a few shortcuts,” he said. “One thing they missed: The movie shows me talking to Sally in the hall, but that was not how it happened. She said nothing and discretely gave me a slip of paper.”

One other tiny inconsistency: “When I first met Feynman, I broke the ice by saying, ‘Co-pilot to pilot, comb your hair.’ In the movie, they have me saying, ‘fix your hair,’ but it was ‘comb’; women fix their hair,” Kutyna said.

The Challenger commission was then and is still considered the best commission of its kind ever put together, due in no small part to Kutyna’s contribution. And while it’s a highlight, it wasn’t the end of his illustrious career. In 1987, he achieved three stars and became commander of Air Force Space Command, where he oversaw and conducted missile warning, space surveillance and satellite control operations around the globe. In 1990, he was promoted to four stars as commander of NORAD and U.S. Space Command before retiring in 1992.

Through it all, Kutyna credits Civil Air Patrol. “CAP, and particularly my cadet commander, was very influential in my life,” he said. “He went above and beyond for us, and I respected him so much. The things I learned in CAP, the things he taught us, have served me well over all these years and helped me achieve what I did.” ▲







# Parajumper Inspired by CAP

*Chief Master Sgt. Jeremy S. Hardy Credits Cadet Experience for Sparking Search and Rescue Career*

*By Mitzi Palmer*



Left to right: U.S. Air Force Senior Airman Brandon Daugherty, then-Master Sgt. Jeremy S. Hardy and Staff Sgt. Jason Blettenburg keep close watch during a combat rescue of an injured Afghan National Police soldier in Kandahar Province, Afghanistan, in November 2007. Photo courtesy of U.S. Air Force

**U**.S. Air Force Chief Master Sgt. Jeremy S. Hardy still remembers his very first emergency locator transmitter search mission with Civil Air Patrol. “It was on Mother’s Day of 1986,” recalled Hardy, who is the superintendent for the commandant of cadets at the Air Force Academy. “Needless to say, an early morning call on Mother’s Day that had me scrambling out of the house to tromp through the woods in search of a possible aircraft didn’t sit well with my mother as a first impression of what CAP was all about.”

But it was that first mission for the then-cadet in CAP’s Florida Wing that sparked the beginning of a highly successful military career, one that includes more than two decades of wearing the parajumper — PJ for short — beret and participating in nearly 200 combat and civil search and rescue missions all over the world.

## **CAP Beginnings**

“I had always been enamored by aviation and search and rescue,” Hardy said about his decision to join the Osceola County Composite Squadron in the mid-’80s. “It seemed like a natural fit from the very beginning.”

But just after a year in the Florida Wing, Hardy’s family moved to Columbus, Ind., where there was no CAP squadron nearby. With the help of his parents, he established the Columbus Composite Squadron — now Bakalar Composite Squadron.

Hardy served on the Indiana Wing Cadet Advisory Committee and remained in CAP until he attended basic military training for the Air Force. He worked his way up to cadet lieutenant colonel and served as his unit’s cadet commander.

“My experiences in CAP were many, and all were extremely rewarding,” Hardy said.

One of his favorite and most notable experiences in CAP



Hardy is pictured in Afghanistan while serving with Operation Enduring Freedom.

Photo courtesy of U.S. Air Force

was Hawk Mountain Search and Rescue School, which Hardy describes as “phenomenal.”

“It ultimately led me to attending the Pararescue Orientation Course — a course that would forever change my life and put me in the path to where I am now.”

## **A Passion for Pararescue**

While attending the CAP Pararescue Orientation Course at Fort Knox, Ky., in the mid-’80s, Hardy met Air Force Tech. Sgt. Scott Gearen, the lead instructor.

“Tech. Sgt. Gearen had survived a 3,000-foot parachute fall and was alive to tell the story,” he said. “Not only did he survive the ordeal, he was back to pararescue duty within 18 months.”

He was inspired by Gearen’s grit, determination and many stories of life as a PJ, he said.

“At 14 years old, I decided then and there that I would be a chief master sergeant and a PJ in the U.S. Air Force; and 28 years later I finally fulfilled that dream.”

Throughout the two decades of wearing his maroon beret, Hardy has been instrumental in numerous

pararescues.

“Although I cannot recall the exact number, it is well over 200,” he said.

His first mission came in 1998 when a training mission over the Gulf of Mexico led to a real-world rescue after two F-15 Eagles collided over the ocean near Eglin Air Force Base, Fla.

But his most high-profile rescue took place May 2, 1999, when an F-16 Falcon — call sign Hammer 34 — was shot down near Belgrade, Serbia, during Operation Allied Force. Hardy was the leader of a three-man rescue team that went behind enemy lines to rescue the pilot.

“Despite dodging several surface-to-air missiles and anti-aircraft fire that damaged our helicopter, we were able to rescue the downed pilot as Serbian forces swarmed the landing zone,” he said. “The pilot is now a three-star general and integral leader in the Joint Chiefs of Staff.”

Hardy was also part of the Air Force rescue force that saved 4,305 American lives during the aftermath of Hurricane Katrina, and he has participated in multiple rescues supporting Operation Enduring Freedom in Afghanistan, the Philippines and other countries.

## **Preparing for Missions**

Preparing for rescue missions — whether a combat rescue or humanitarian action — doesn’t occur right before the mission launches, he said. It’s a product of years of training and conditioning.

“For me that preparation can be traced back to my formative years as a CAP cadet,” he said. “As a cadet, I learned self-discipline, physical fitness, mental acuity and the ability to remain focused under stressful situations. These attributes formed a solid foundation that saw me



Hardy pauses outside the Air Force Academy Cadet Chapel in Colorado. A former Civil Air Patrol cadet who joined the Air Force and became a parajumper, Hardy is now superintendent for the commandant of cadets at the Air Force Academy. Photo courtesy of Master Sgt. Kenneth Bellard, U.S. Air Force Academy

through 22 months of arduous pararescue training that further instilled these values.

“I truly owe all of my meager successes to the Civil Air Patrol, its senior members and its activities. As such, I am eternally grateful!” ▲

*Chief Master Sgt. Jeremy S. Hardy is the superintendent for the commandant of cadets at the U.S. Air Force Academy. He is the adviser to the commandant on training and personnel matters affecting 4,000 cadets and 248 active-duty military and civilian personnel. Additionally, as the Academy Military Trainer (AFSC 8B200) career field manager, he is responsible for the selection and training of 117 noncommissioned officers who provide mentoring in all facets of military training to cadets within the Air Force Academy's 40 cadet squadrons and four groups.*



While serving in Afghanistan, Hardy poses with local children during an operation to deliver supplies and medical aid to a village threatened by Haqqani terrorists in 2009. Photos courtesy of U.S.

Air Force



Stateside, Hardy was part of the Air Force rescue force that saved 4,305 American lives during the aftermath of Hurricane Katrina. Photo courtesy of U.S. Air Force





# Saved by the Phone

## How Cell Phone Forensics Saved a Nevada Family

By Mitzi Palmer

In the Nevada mountains, temperatures can hover around zero degrees in the winter months. And a Seven Troughs area family of six — two adults and four children who were rescued after they went missing on a snowy December afternoon — knows just how frigid and frightening the terrain can be.

On Dec. 8, the family went missing after driving into the nearby rugged Seven Troughs Range around noon to play in the snow. Overnight temperatures that night fell as low as 20 below zero.

### The Massive Search

That Monday, two of CAP's Cell Phone Forensics Team members — Col. Brian Ready and Maj. Justin Ogden — were activated by the Air Force Coordination Center at the request of the Pershing County Sheriff's Office to begin work on the rescue mission and start digging into the Cell Phone Forensics.

Nevada Wing Commander Col. Tim Hahn said two Nevada Wing planes and 14 members participated the first day, contributing 80 man-hours and constant coverage of a relatively small search area. Two more CAP planes joined the mission on Dec. 10, and four planes participated that day.

"I initially took the mission at 2 a.m. EST and got initial data and clues out to the field before daybreak," Ogden said. "Another look at the data later in the day showed another piece of information available — one of their cell phones had roamed onto Commnet's towers."

The phone belonged to James Glanton, 34, officials

said. Also missing were Glanton's girlfriend, Christina McIntee, 25, their two children and McIntee's niece and nephew. The children's ages are 10, 4, 4 and 3.

### Using Cell Phone Data

Mark Hansen is vice president of Network Support Services at Commnet Wireless — an Atlanta-based cell phone provider that has assisted in these types of rescues before.

"After we received the request from Maj. Justin Ogden



The search area was barren and snow-covered.

Photo by Capt. David Compson, Nevada Wing





Maj. Richard Wheeler was CAP's operations section chief for the mission. His photo was sent to the Pershing County incident commander, who sent it to the family so they could tell the little ones Santa helped find them.

Using coordinates provided by CAP's Cell Phone Forensics Team, Salvador and Lucia Paredes found the family on Dec. 10, two days after they were reported missing. Their volunteer search and rescue efforts were personal for the couple. Tate McIntee, one of the four children, was to be the ring bearer in the couple's wedding scheduled for Dec. 13. The day they were discovered Lucia told Tate's mother that if the family was not found safe, the wedding would be canceled. "Thankfully," said Lucia, "they were found and we got married."



to help in the search, we noticed the families' cell phone was roaming on our network when the last call was received," Hansen said. "Shane Conner in our switching team pulled records and found the cell and sector the call was made on. Engineer Julie Hall then created a coverage map based on the site information, and we passed that on to the CAP team. We didn't see them registered on the network, so we felt they must have been in a no-coverage area."

That information was critical to the rescue.

"Col. Ready presented this clue to Nevada local officials," Ogden said. "The emphasis on the most recent Commnet data allowed us to make the recommendation to look in a new area."

That new area was where the victims were found alive, two days after they went missing. They kept warm by starting a fire and bringing warm rocks into their overturned Jeep.

"A searcher on the ground spotted the missing family's silver 2005 Jeep Grand Cherokee with binoculars and

called the sighting into the nearby command post, leading a CAP plane and ground searchers to the area," said Hahn, who also played a critical role in helping rescuers narrow the search area.

## A Successful Rescue

In a statement released by the hospital where the family recovered, the six were said to be found in stable condition with "no frostbite, just some exposure issues."

Along with CAP and the Commnet Wireless team, the search group consisted of the Pershing County Sheriff's Office, Fallon Naval Air Station, Washoe County Regional Aviation Enforcement Unit, Nevada Guard helicopters and the state Division of Emergency Management.

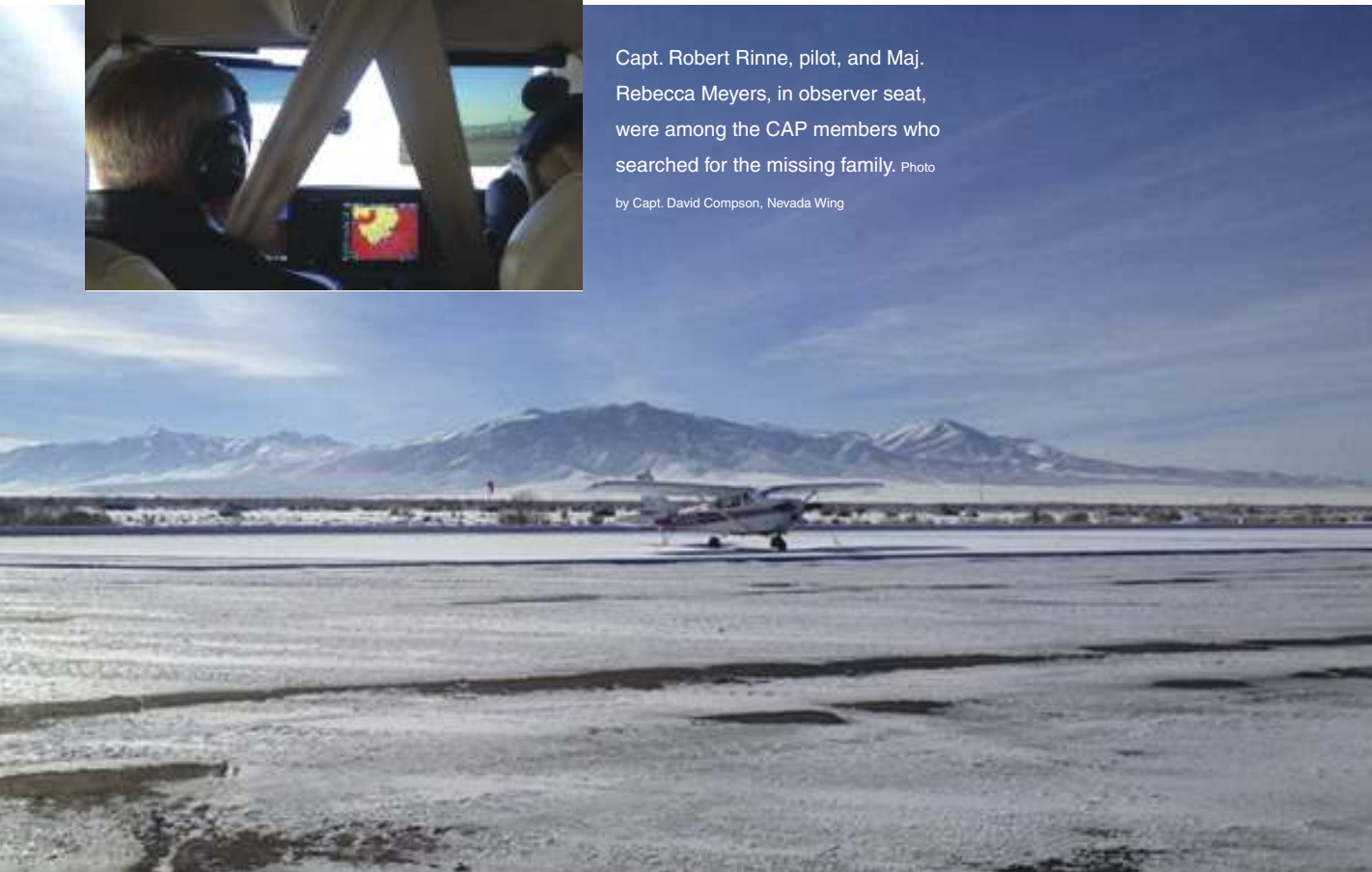
For its role in the massive coordinated search, AFRCC awarded the Nevada Wing with six saves.

"I cannot tell you what it is like to be the commander of this wing and to work with the people throughout CAP," Hahn said. "To be part of bringing this family home is an honor to be relished." ▲



Capt. Robert Rinne, pilot, and Maj. Rebecca Meyers, in observer seat, were among the CAP members who searched for the missing family. Photo

by Capt. David Compson, Nevada Wing







# CAP radar, cell phone forensics teams narrow search for Idaho crash site

*By Markeshia Ricks*

A Wyoming Wing Cessna 206 equipped with a thermal imager flies above extremely rugged, snow-covered terrain searching for a white Bonanza carrying five passengers. The terrain and remote location proved daunting for the search, which ended without a find. Photo by Lt. Col. Larry

Burch, Idaho Wing

**W**hen a single-engine plane goes down in the continental U.S., Civil Air Patrol's cell phone and radar tracking experts are certain to be involved. The mission — reduce the search area from thousands of square miles to the actual crash site or within a couple of square miles — is urgent, because reducing the crash-to-rescue time saves lives.

Searchers for a single-engine plane believed to be downed in snowy, mountainous central Idaho in early December relied on CAP's cutting-edge radar analysis as they worked to find a California family of five aboard a missing Beech Bonanza.

Lt. Col. John Henderson of CAP's 10-member National Radar Analysis Team was able to detect and map the plane's radar track until just before the aircraft apparently began its descent. Piloted by Dale Smith of San Jose, Calif., and carrying his son, his son's wife, his daughter and her fiancé, the Bonanza was bound from Baker City, Ore., to Butte, Mont.

The Radar Analysis Team worked hand-in-hand with CAP's Cell Phone Forensics Team, and everyone's analysis of the clues and data led to the same conclusions.

"The cell phone data stopped about a minute before the plane dropped off of radar," said Maj. Justin Ogden, a CAP cellular forensics expert. "Our data

correlated with the radar analysis team's regarding the plane's location at that time."

CAP's radar analysis track record is impressive. "It can be extremely accurate," said Henderson. "Over 90 percent of the time we narrow the search area based on forensics information. We've come within 65 feet of where a crash occurred and sometimes miles. It depends on the radar environment."

In 13 years, Henderson estimated, he's participated in more than 600 missions with well over 150 finds and about 45 lives saved — but the Idaho mission involved some serious obstacles.

The Bonanza was flying above extremely rugged, snow-covered terrain, both elements that can interfere with radar tracking. As a result, the track ended when it was still well above ground, said Henderson, a CAP member for more than 20 years.

That means the plane could have traveled miles before landing, he said. "We just don't know what the pilot did after we lost radar coverage."

"How he crashed and the snowfall are huge factors," Henderson said. "The snowfall can cover the crash site."

Without radar analysis or cell phone forensics, searches for a downed plane can prove daunting. "Pilots would be just flying around trying to spot wreckage," Henderson said.

Like his fellow 60,000 CAP members, Henderson is a volunteer. His day job, though, is an important part of his expertise — he's a radar analyst for the U.S. Air Force's 84th Radar Evaluation Squadron at the Western Air Defense Sector at Joint Base Lewis-McChord Air Force Base, Wash.

In addition to Henderson's record of success, Ogden estimates he's been involved in more than 50 saves and hundreds of finds during the more than 400 missions he's participated in during more than seven years in cell phone forensics, which relies on data from cellular towers.

That source of information wasn't available in the Smiths' case, said Ogden, who like Henderson has been in CAP for more than two decades. Because of the ter-

rain and the remote location, "there's no chance of getting a cell phone signal when you're on the ground near where the plane



CAP's 10-member National Radar Analysis Team uses a combination of radar, weather, radar coverage predictions and terrain warning data to help narrow search sites.



Discussing the search for the Cessna 206 at the unified command post are, from left, CAP Capt. Dean Blanton, Idaho Wing director of emergency services; Mike Pape, director of the Idaho Division of Aeronautics; Dan Etter, safety officer and search and rescue coordinator; and Tim Henderson and Gary McElheney, both with the Division of Aeronautics. Photo by Col. Mike Vorachek, Idaho Wing



The condition of the Cessna 206, the recent snow covering the aircraft and the snow and trees in the area contributed to the difficult task of locating the crash site. Photo courtesy of Valley County Sheriff's Office

dropped off radar,” he said.

When such limitations exist, a search can be extremely difficult, Henderson said. “It can be like sifting through and trying to find a piece of sand.”

CAP also provided high-bird communication links while four helicopters searched for the missing plane. “We carefully coordinated our fixed-wing SAR assets with these helicopters because they can get much lower,” said Idaho Wing Commander Col. Mike Vorachek. CAP aircrews flew more than 20 hours over the search area.

The Idaho Wing was tapped to find another missing aircraft under less than ideal conditions. A Cessna 206 flying out of McCall went missing on Nov. 6. Members of the Idaho Wing searched for the plane through heavy snow showers and below-freezing temperatures. The plane, which was carrying a pilot and two passengers, had gone missing about 15 miles southeast of McCall.

The area, very mountainous with peaks and ridges as high as 8,000 feet, was covered in snow, which made spotting the white plane even more of a challenge.

Members of the CAP National Radar Analysis and Cell Phone Forensics teams traced the downed aircraft to its beacon location, while members of the Idaho Wing geared up for the search.

Conditions were so bad, the CAP pilots had to wait for breaks in the weather before they could launch sorties and volunteers were forced to camp overnight. Meanwhile, groups of volunteers on horseback and others on foot waded through as much as 2 feet of snow. CAP pilots flew six sorties totaling more than 12 hours in support of the mission.

The Idaho Army National Guard ultimately located the downed aircraft and determined the pilot and passengers hadn't survived. ▲





# New Mexico Wing Saves Missing Soldier

The extreme rugged terrain of New Mexico's Gila National Forest is shown in the daylight in this Oct. 21 photo by an observer from Albuquerque Senior Squadron II. Just three weeks later, an aircrew crew from the unit was searching at night for a missing U.S. Army officer near where the photo was taken. Photo by 2nd Lt. Ryan Stark, New

Mexico Wing

# W

When New Mexico Wing Commander Col. Mark Smith received a call about a Fort Bliss soldier missing in the Gila Wilderness, he knew it was going to be an interesting day for Civil Air Patrol.

Lost hikers, hunters and campers aren't uncommon in this remote area of New Mexico's Gila National Forest. The New Mexico Wing conducts, on average, one search and rescue mission there a month, Smith said.

But getting a phone call directly from a missing person's family member is far from an everyday occurrence.

"If the state police feel they need Civil Air Patrol — either our aircraft, our communications or our ground teams — then they contact the Air Force Rescue Coordination Center," Smith said. "AFRCC initiates the mission and then we go out and help the state with the search and rescue. That's how it is traditionally run."

But U.S. Army Maj. Samantha Thompson was not interested in protocol when she called Smith at 8:22 a.m. on Nov. 12. She had lost contact with her husband, Maj. Jeremy Thompson, two days before. She was headed into the southwestern part of the state with her in-laws to find him — with or without official help.

*By Markeshia Ricks*

By the time she contacted CAP, Thompson had already notified Army officials at Fort Bliss, where she and her husband are based, and the New Mexico State Police. Her in-laws also had hired a private firm to fly over the area where Jeremy Thompson was believed to be missing.

### A point in time

A little more than two hours after Smith took the call from Thompson, the New Mexico Wing was activated; so was CAP Maj. Justin Ogden, one of several forensics specialists brought into the search by AFRCC. While a three-man crew flew an afternoon sortie over the wilderness area, Ogden was busy chasing the most current and accurate information about Jeremy's whereabouts based on cell phone data.

Ogden coordinated with the Fort Bliss Provost Marshal's Office and was poring over cell phone data obtained early in the search when he realized another probable source of data needed to be pursued.

His hunch turned out to be correct and crucial to speeding up the search.

"We went to the second source for data, and we had information that was a few minutes later," Ogden said. "That's pretty important for us when we're looking at the timeline, because if the person had moved between those two time periods, then that means we probably need to shift the focus of the search. And indeed that was what had happened."

Jeremy Thompson was driving, according to his cell phone records, and had gotten out of range for cell phone coverage. Ogden figured he'd done so quickly.

"Based on the information that was available, we had a pretty good idea as to what road he was traveling on and his direction of travel," Ogden said. "He was moving at a good clip away from that area, and this new information kind of shifted the focus."

With new information in hand, another three-member aircrew got ready for takeoff from Kirtland Air Force Base, N.M.

Second Lt. Ryan Stark, assistant public affairs

officer for the New Mexico Wing and mission scanner, was sitting at his kitchen table helping his oldest daughter with her homework when he got the call to get to the hangar.

"It was like six o'clock at night and I figured the day was done, but it was just starting, it turned out," he said.

### Flying into a black hole

Stark met up with Lt. Col. Ernie Braunschweig, pilot in command for the mission, and 1st Lt. Tom Billstrand, who's also a pilot but served as the mission observer. As mission scanner, Stark was responsible for keeping watch on the ground and relaying what he could see — which wasn't much at nearly 8:30 p.m., though he got help from the moonlight.

It was a cold, windy night in Albuquerque — hardly ideal conditions for being stuck in the New Mexico wilderness, Stark said. Flying over the sparsely populated, rugged mountainous terrain of rural New Mexico is even

less ideal, but the darkness made looking for a fire or some other kind of light source a bit easier.

A short while after flying their search pattern, the crew spotted what looked like a dark reddish-orange light.

"We knew we were probably in the vicinity of where this Army officer might have been lost," Stark said. "As it turned out, it was just about 100 yards



Mission observer 1st Lt. Tom Billstrand, left, and mission pilot Lt. Col. Ernie Braunschweig of Albuquerque Senior Squadron II plan a flight in search of the Army officer missing in the Gila National Forest. Photo by 2nd Lt. Ryan Stark, New Mexico Wing

**“We of course joked at the time that we’d either found our guy or we annoyed the heck out of some camper who was just trying to get some sleep, and we were disturbing him by buzzing him.”**

from a small highway. We circled this reddish-orange light and noted the location. We all agreed it was worth radioing coordinates of the flight back to our mission base.”

Instead of just heading back to base, the crew decided to fly lower to confirm that what they saw was indeed a fire. They were right.

Upon closer inspection, Stark saw what looked like a person standing next to the fire and waving a flashlight.

“When Ernie heard me say, ‘I thought I saw a flashlight,’ he was pretty sure that we’d found our guy,” Stark said. “We of course joked at the time that we’d either found our guy or we annoyed the heck out of some camper who was just trying to get some sleep, and we were disturbing him by buzzing him.”

Civil Air Patrol members weren’t the only ones looking for Jeremy and disturbing the peace. They passed two Black Hawk helicopters on their way back to Kirtland.

## Rewarding work

The aircrew radioed what they’d seen, and it was communicated to the Army searchers. The lost major was found at 10:37 p.m. and picked up by State Police at 1:30 a.m. on Nov. 13.

Braunschweig said in an email he has been a CAP mission pilot for 22 years and has been involved in many emergency locator transmitter searches and finds. Finding Jeremy Thompson was his fourth save, and it felt as good as his first.

“Saves are very personally satisfying,” he said. “That is the principal reason many of us fly with CAP.

“I fly many search and rescues when called to serve — be it midnight, 2 a.m., or whenever — I say ‘yes,’” Braunschweig said.

The search and rescue was only Starks’ second real-world mission. His first had occurred three weeks earlier.

“I’d say certainly the way I felt the next morning when



**A flight crew from CAP's Albuquerque Senior Squadron II — Braunschweig, left, Billstrand and mission scanner 2nd Lt. Ryan Stark — was credited with finding and saving the life of the Army officer lost in the Gila National Forest. Photo by Capt. Edward Longoria,**

**New Mexico Wing**

my deputy squadron commander called me to tell me we had indeed found and saved this Army officer from Fort Bliss, that it was an extremely rewarding feeling,” Stark said. “To know the effort I had gone to, in terms of getting trained in air search and rescue, all the exercises I

had participated in, all the help my squadronmates have given me in terms of getting me and other people in my squadron ready for that moment when we are called upon to fly out into the night and go save someone’s life is absolutely worth it.”

Ogden, who has worked on some 400 missions since 2006, couldn’t agree more.

“It’s exciting to be part of these missions and to have a skill and a talent to be able to contribute on so many missions,” he said. “It’s good to be able to give back to an organization that has helped us out so much in our lives.”

Smith said across CAP members take the missions of emergency services, search and rescue and disaster response very seriously.

“I’m very, very proud here in New Mexico of the talent and commitment of our people who are involved in our emergency services,” Smith said. “In September, we received our operations evaluation by the Air Force, and the New Mexico Wing was awarded an Outstanding rating, which is the highest endorsement the Air Force can give.

“I am very proud of our team in New Mexico for achieving that.” ▲



**Anand men  
help STEM  
concepts  
come alive  
for cadet  
squadron**

# Aerospace Education 2.0

*By Markeshia Ricks*

Second Lt. Vijay Anand and his two oldest sons, Joseph and Daniel, have a passion for science, technology, engineering and math, or STEM. They love it so much that not only does Anand, who is the Cuyahoga County Cadet Squadron's aerospace education officer, work the concepts into his aerospace education presentations, but he and his sons also have taken their love for demonstrating STEM concepts to the national stage.

With their hands-on approach to teaching and learning, the Anand family is helping spark the interest of cadets in the Ohio Wing while showing people across the nation that STEM concepts can be used to provide real-world public service.

## **A Passion for STEM, AE**

"I realized going into the cadet program that even though the squadron meets in a nice suburb and the cadets are mostly in good school districts, they did not enjoy math, science and aerospace education," said Anand, a software engineer who became an aerospace education officer three years ago.

Anand wanted students to be passionate about STEM and aerospace education. So he introduced cadets to current topics in science and technology through news reports about drones and robots, used PowerPoint presentations and videos and invited guest speakers to teach and demonstrate concepts to the group. And best of all, he found ways to create hands-on, cost-effective activities that allowed cadets to apply what they were learning. To make sure the activities were always cadet-friendly, Joseph and Daniel tested them to help their dad work



Second Lt. Vijay Anand, center, the Cuyahoga County Cadet Squadron's aerospace education officer, creates hands-on, cost-effective activities that allow cadets to apply what they learn. Here he poses for a photo with his sons, Cadet Airman 1st Class Daniel Anand, left, and Cadet Chief Master Sgt. Joseph Anand, at the World Maker Faire in New York.

out the kinks.

"I want the cadets to not be mere consumers of technology but creators of technology, and be the creative thinkers and makers and problem-solvers," said Anand. "Home schooling has allowed me to tailor what each child needs at home and to bring that same tailored approach to teaching.

"Rather than following a curriculum or teaching to a test/award, I teach cadets to really learn and apply it to



Daniel, left, and Joseph Anand demonstrate their rehabilitation machine at the World Maker Faire in New York.

their lives,” he said.

Maj. Thomas Rehman, squadron commander, terms what Anand has created for the squadron’s aerospace education program “AE 2.0.”

“I can’t say enough good things about Vijay,” Rehman said. “He’s really been a godsend to the unit. He clearly gets the idea behind aerospace education for cadets, and he builds activities and events that are fun, educational and touch on some of those core STEM ideas.”

### Fun with a purpose

Some of that fun has included building a balloon that takes a small camera airborne to shoot pictures in a fashion similar to a drone. Because of the Internet and the availability of how-to videos and inexpensive kits and materials, Rehman said, there’s no need to stick to one curriculum or limit the ways a squadron can stimulate cadets’ appetites for STEM concepts.

“When I look at what I did as a kid for aerospace and

what these guys are doing, it’s like a quantum leap. They do this very high-tech stuff — not just aviation. Now it’s programming, computers, satellites, nanotechnology and DNA.”

Rehman, a former cadet who now does computer and statistical programming as part of clinical research, knows how valuable learning STEM concepts are to cadets’ futures.

“Seeing how CAP is transitioning these cadets to go forward and have that chance to do technological stuff is really positive to me,” he said. “Vijay has put a lot of meat into the science part of the cadet program.”

### Like father, like sons

Joseph, a cadet chief master sergeant, and Daniel, a cadet airman first class, got their start in tinkering and inventing playing with Legos and K’Nex toys. Then they moved on to bigger, more complex projects.

For the Northeastern Ohio Science and Engineering

Fair, Joseph built a drone to prove it could be used to fight illegal marijuana plantings in national forests. That meant the cadet, then 13, not only had to build the drone from a kit, but he also had to sit for an amateur radio license exam so he could transmit the video signal needed to make his project work.

Joseph was one of the youngest people to take the test, his father said. He got the license and then worked through the summer and much of the school year to take first place.

In their biggest feat yet, Joseph and Daniel joined more than 70,000 people in New York to show off their tinkering skills at the 2013 World Maker Faire. The event, billed as “the Greatest Show and Tell on Earth,” is “part science fair, part county fair,” and it attracts “tech enthusiasts, crafters, educators, tinkerers, hobbyists, engineers, science clubs, authors, artists, students and commercial exhibitors” of all ages, according to the Maker Faire website.

### Helping others

Joseph invented a machine that helps physical therapy patients, especially veterans, with rehabilitation exercises. He got the idea after reading several articles about injured veterans returning to the U.S. from combat.

“I thought, ‘Why can’t we make it so veterans and others can do therapy exercises at home?’” he said.

With a Microsoft Kinect borrowed from a professor at the University of Akron and guidance from the same professor on how to program it, Joseph designed a microcontroller-based exercise machine that allows patients to perform therapy exercises while playing a

video game. He programmed the sensor to read certain body movement measurements, increasing or decreasing resistance based on the patient’s ability to do the exercise.

In addition, little brother Daniel, then 12, invented a wheelchair transfer system that moves a patient from a wheelchair to the bed or to another chair, using a motorized device with a screw.

“Since I’ve been young my parents have taken me to nursing homes to visit people, and I noticed a lot of people in wheelchairs,” Daniel said. “If they wanted to move from a wheelchair to a bed they had to wait for a nurse to come.”

He knew science and technology could fix that problem. The boys left the World Maker Faire with Editor’s Choice awards for their veteran-centered inventions, and now they’ve got their sights set on the Bay Area Makers Faire, which will be held in May.

### A future of service

“As an immigrant from India to this great country, who came to do my graduate work in biomedical engineering at Case Western Reserve University, I know the opportunities that only exist in this country,” Anand said.

He’s made sure to instill that same pride along with his love for STEM in Joseph and Daniel. Not only are the boys members of the cadet squadron, they also are interested in serving in the U. S. Air Force. At 15, Joseph, a flight sergeant in the squadron, hopes to attend the Air Force Academy. He also would like to be a pilot.

Daniel, who is in the eighth grade, also wants to join the Air Force and attend the Air Force Academy. He hopes to be a doctor. ▲

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# COLORADO, MINNESOTA WINGS BOAST FULL CONGRESSIONAL SQUADRON ROSTERS

By Dan Bailey

**V**ISITS TO CAPITOL HILL FOR LEGISLATIVE DAY MEAN ENCOUNTERING A MIXTURE OF NEW AND FAMILIAR FACES in the halls and offices of Congress for the Civil Air Patrol members making the trek. For top officers with some wings, though, the faces can prove to be more familiar than for others — especially the Colorado and Minnesota wings, which can point to the largest examples of full membership by their national lawmakers in CAP's Congressional Squadron.

That doesn't happen by accident, of course. In fact, quite often it starts before the legislator in question ever gets to the nation's capital, said Col. Gary Tobey, the Colorado Wing's government relations adviser, as well as former wing and Rocky Mountain Region commander.

For his wing, Tobey said, "most of our Congressional Squadron members were part of the Colorado Legislative Squadron." That can be attributed in part to CAP's particularly prominent profile in the Centennial State, since its rugged mountains and challenging terrain make aerial search and rescue missions more common than in many other states. In addition, the wing has played a vital role in several major emergency services missions over the years, most recently several wildfires in the summer of 2012 and record flooding in September 2013.

And then there's the fact that aerospace and aviation in general are a major factor in the state's political and economic landscape, thanks to the presence of the U.S. Air Force Academy in Colorado Springs; Buckley, Peterson and Schriever Air Force bases; U.S. Northern Command, North American Aerospace Defense Command, U.S. Army Space and Missile Defense Command/U.S. Army Strategic Command and Air Force Space Command at

Peterson; and more than 400 aerospace companies and suppliers throughout the state. That also means retired people with military and aerospace backgrounds and their families make up a significant part of the state's citizenry.

After a state lawmaker has joined the wing's Legislative Squadron, "we get them out to search and rescue exercises and to squadron meetings and generally when we have a cadet receive the Gen. Carl A. Spaatz Award," CAP's highest recognition for cadets, said Col. Earl Sherwin, wing commander.

Through such activities, Sherwin said, "they're being exposed to Civil Air Patrol and to its missions and message."

And once they're fully aware of the organization's significance, continuing their membership at the national level by joining the Congressional Squadron seems to be a natural step, said the wing commander, who's quick to credit Tobey for the wing's success with state and federal lawmakers.

For Tobey, who served as Colorado Wing commander from 1992-1996 and then Rocky Mountain Region commander from 1996-2000, this year's CAP Legislative Day marked his 21st trip to the nation's capital for that purpose.

"The key is constant contact," said Tobey, who also cited the importance of "knowing the system and being respectful and consistent with the staff."

"We focus on what committees (the lawmakers are on) and who's doing what."

"Most of the time, the legislators are extremely supportive," he said. "They might ask for explanations for this or that" as far as funding requests are concerned, and he and other members of the wing's Legislative Day contingent make sure they're able to supply such information.

In such instances, Tobey said, "one thing CAP has to



its advantage is we don't ask for a lot of funding from either the state or Congress."

Like his Colorado Wing counterpart, Col. Brent Halweg, commander of the Minnesota Wing, was quick to credit his government relations adviser, Col. Kevin F. Sliwinski, for the 100 percent Congressional Squadron membership rate among the state's eight U.S. representatives and two senators.

"He embraces this, and his enthusiasm bleeds over to me," Halweg said. "It's truly a team effort."

At both the federal and state levels, "we enjoy meeting with our representatives," Halweg said. "We want to represent Civil Air Patrol in this state."

He also stressed the importance of leaving political concerns at home: "We go in as an apolitical unit. Picking sides does not do CAP any good."

Like Tobey, Sliwinski summarized his approach to Minnesota's congressional delegation as one founded on persistence and doing his homework. For instance, he noted, when the president's recommended budget is released every year, he sends the legislators a summary of the difference between what CAP is seeking in comparison to the budgeted amount.

At the same time, Sliwinski added, "I try not to inundate them with correspondence. I try to write them a couple of times a year."

When he first traveled to Washington for Legislative Day in 1997, only one of Minnesota's federal legislators belonged to the Congressional Squadron, he recalled. That was Rep. Collin Peterson, who Sliwinski said had been recruited for membership because he's a pilot.

"The thinking of previous wing commanders was, only pilots would be interested in CAP membership," he said.

Sliwinski, though, took a different tack. He figured "if we can get the legislators with us, they can be part of our public affairs efforts and help get the message about CAP's mission and service out to the public," he recalled.

The next year, when he returned as wing commander — a post he held from 1997-2000 — "I made sure I made appointments with everybody. I was taking the stand at that time, 'I'm going to recruit all of them,' and I had a total of nine when I left wing commander," Sliwinski said.

"I met with every one of them, sat down and talked to them. And they seemed surprised to learn what I had to say; they didn't know what all CAP did."

Membership in the Congressional Squadron carries with it the honorary Civil Air Patrol rank of lieutenant colonel. While most legislators who join do so to show support for CAP and especially their home state's wing, some become active participants in the organization and participate in activities like training flights and counter-drug missions.

U.S. Rep. Rick Nolan, Minnesota's newest congressman, exults upon receiving his CAP membership certificate from Col. Brent Halweg, Minnesota Wing commander. Nolan attributes his initial interest in CAP to the influence of his cousin, Lt. Col. Tom Hollenhorst of the North Hennepin Composite Squadron, and said that after speaking with members he was so impressed by CAP's cadet programs and flying opportunities that he plans to promote the organization whenever possible. Photo courtesy of Duane's Photography, Aitkin, Minn.



U.S. Sen. Mark Udall visits with Colorado Wing cadets volunteering at the Disaster Assistance Center set up in Loveland last year to collect and distribute donations for flooding victims. Photo by Maj. Eric Schwarm, Colorado Wing



The squadron dates back to 1967, when Reps. Lester Wolff of New York and Jerry Pettis of California formed the unit. Flight operations began in 1976. ▲



# 2014 LEGISLATIVE DAY



U.S. Sen. Joe Manchin (D-W. Va.) sponsored Cadet Capt. Dustin Smith to the Naval Academy, and on Feb. 27 the cadet got the chance to thank his congressman for his support. Smith was one of numerous cadets who accompanied members of CAP's Command Council for one-on-one meetings with elected officials on Capitol Hill. The commanders and cadets collectively conducted about 400 meetings, some of which are featured on the following pages. The discussions focused on each wing's accomplishments as well as CAP's Congressional Gold Medal legislation.

Photo by Susan Schneider, CAP National Headquarters



# ON CAPITOL HILL

## *Seen about the Capitol...*

① Col. Tim Verrett, a member of CAP's Board of Governors, was among members of the CAP entourage who met with the nation's elected officials on Legislative Day. Here he introduces himself to U.S. Sen. Mark Begich (D-Alaska). At center is Alaska Wing Commander Col. Doug Staats. Photo by Susan Schneider, CAP National Headquarters

② Then Florida Wing Commander Col. Mike Cook and Cadet Lt. Col. Ryan Torres greet U.S. Rep. Corrine Brown (D-Fla.). "I would like that form filled out right away," she told her staffer after being presented paperwork for joining CAP's Congressional Squadron. Photo by Lt. Col. Chris Roche, Maryland Wing

③ Among the cadets joining Arizona Wing Commander Col. Brian Ready for the meeting with U.S. Rep. Kyrsten Sinema (D-Ariz.) are, from left, Cadet Capt. Meghan and Jessica Parsons and Cadet 1st Lt. Klara Olcott. "I have seen CAP's program in action and the students' focus on excellence, service and education," said Sinema, adding, "I am 100 percent supportive." Photo by Lt. Col. Chris Roche, Maryland Wing

④ Col. Sandra E. Brandon, Pennsylvania Wing commander, and Lt. Col. Gary Fleming, wing vice commander, discuss the value and significance of Civil Air Patrol's missions for America with U.S. Sen. Pat Toomey (R-Pa.). Joining them is Cadet Lt. Col. Ethan Dunlap. Photo by Lt. Col. Chris Roche, Maryland Wing





5 U.S. Rep. Michael McCaul (R-Texas) is flanked by Col. Brooks Cima, Texas Wing commander, and Lt. Col. Bob Beeley, the wing's government relations adviser. McCaul introduced H.R. 755, the CAP Congressional Gold Medal bill, in February 2013.

Photo by Col. John Swain, CAP National Headquarters



6 U.S. Sen. Carl Levin (D-Mich.) sizes up his new wing polo shirt presented by Michigan Wing Commander Col. Leo Burke.

Photo by Susan Schneider, CAP National Headquarters

7 Showing interest in CAP's customized Legislative Day hand-out presented by Oklahoma Wing Commander Col. Joe Cavett is Joel E. Starr, counsel, foreign and military affairs for U.S. Sen. Jim Inhofe (R-Okla.).

Photo by Susan Schneider, CAP National Headquarters

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# *CAP Evolves into Top-Rate Public Service Organization*

**C**ivil Air Patrol celebrated its 72nd birthday on Dec. 1. Seven-plus decades can go by pretty fast when you are having fun! CAP's volunteer service, while personally fulfilling for its 60,000 members, is also incredibly rewarding today, more so than ever before. That's because every aspect of our operations is now first-class. CAP's evolution in the past 30 years alone truly drives home this point:

In the **late 1980s**, a steady flow of funding for purchase of new aircraft and equipment was established. Today, CAP operates a versatile fleet of 550 single-engine piston aircraft, one of the largest in the world, allowing members to provide first-rate service to more than 1,500 communities nationwide.

In the **early 1990s**, CAP began using its new fleet to support the U.S. Customs Service, Border Patrol, Forest Service and the Drug Enforcement Agency with airborne reconnaissance. Also, partnerships to further joint causes and build on CAP's new capabilities with the DEA, Experimental Aircraft Association, Young Eagles and the Federal Emergency Management Agency exploded, and today long-term partnerships with other emergency service providers continue to grow. The number of federal requests for CAP assistance now tops 170.



A few of CAP's 550 aircraft stand on display at Cessna Aircraft Co. in Independence, Kan., before delivery.



CAP members furnished more than 158,000 photos like this one, showing flooding caused by Hurricane Sandy in the Northeast in November 2012, to the Federal Emergency Management Agency and other agencies for use in gauging the storm's impact and planning the response.



In the **mid-1990s**, federal dollars earmarked for funding CAP's youth programs grew substantially, providing cadets with more flight and leadership opportunities; this growth included expansion of National Cadet Special Activities from less than 400 slots per year to more than 1,500 and the use of distance learning as an educational tool, which is now commonplace. Today's cadet program generates interest in science, technology, engineering and mathematics (STEM) careers and enriches academics at the K-6 level. Also, CAP cadets win or

place annually in the Air Force Association's national CyberPatriot competition, which helps prepare youth for careers in this field.

In the **late 1990s**, CAP embraced the incident command system (ICS) for emergency services mission management and training. Using ICS and other nationally accepted standards for first responders has allowed CAP to integrate with agencies at all levels and has increased demand for CAP resources. In addition, the National Operations Center was established as CAP's

relationship with 1st Air Force matured, and now it coordinates

approval for thousands of missions annually.

In the **early 2000s**, CAP's new governance structure created a stronger, more viable organization, which took our relationships with the Air Force and the aviation industry to unprecedented heights. To better meet mission requirements, CAP began purchasing glass cockpit Cessna 182Ts; there are currently 181 in the fleet.

In the **mid 2000s**, CAP completed a 10-year, \$30 million conversion of its communications equipment from a member-furnished to a corporate-provided system. This enhanced network is state of the art and interoperable with customers at all levels.



The Colorado Springs Cadet Squadron team demonstrates its winning form en route to winning CyberPatriot IV, the national high school cyber security competition. Photo by Col. John Swain, CAP National Headquarters

CAP's National Cadet Special Activities, like National Blue Beret in Oshkosh, Wis., give cadets a chance to hone their skills — like marshaling planes — in a variety of aviation-related fields while also exploring career opportunities.



In **2010** CAP was called on — in the wake of the Deepwater Horizon oil spill in the Gulf of Mexico — to provide support for 118 days, proving itself as a volunteer organization that can sustain a major federal response, flying daily and taking literally thousands of photos using standardized camera kits. CAP has supported numerous events similar to this in recent years, like Hurricane Sandy, Midwest flooding and wildfire missions throughout the country. Annually, CAP aircrews are also providing thousands of flying hours in support of our nation's war-fighters on Surrogate Predator missions and air defense intercept training sorties.

Many of you are intimately familiar with the evolution of our patriotic organization as former members. If you are searching for a place to volunteer again, I hope today's Civil Air Patrol will inspire you to come back home to the CAP family. You will find a modern, highly trained, professional and well-equipped volunteer force that provides premier public service that warms the heart, minds and souls of our dedicated 60,000 members.

CAP makes a difference in America every day. By rejoining today, you can too. For more information, go to [www.capmembers.com](http://www.capmembers.com).



Don Rowland

A handwritten signature in black ink that reads "Don Rowland". The signature is written in a cursive, flowing style.

Chief Operating Officer  
CAP National Headquarters







# Cadets' Supersonic Rocket Breaks

Above: Maj. Gary Dahlke, the squadron's aerospace education officer, directs Cadet Chief Master Sgt. Thomas Wolf and Cadet Staff Sgt. Jon McMillen on proper placement of the rocket on the launch pad guide rail.

Photos by Senior Member Dana Helmig, Florida Wing

Opposite page, top: TRIUMPHANT RETURN! From left, Cadet 2nd Lt. Patrick Good, Cadet Chief Master Sgt. Luis Fernandez and Cadet Senior Airman Daniel J. Bontrager, along with aerospace education officer Maj. Gary Dahlke, return in triumph from a successful test flight in preparation for the supersonic rocket launch.

Opposite page, bottom: It took a fraction of a second for the igniter to light the supersonic rocket's propellant.

# SOUND

**In the shadows of the world's premier space center in Cape Canaveral, Fla., six Titusville-Cocoa Composite Squadron cadets' Mach hAUK rocket broke the sound barrier.**

The supersonic rocket, named in honor of the rocket flights immortalized in the movie *October Sky*, was built by Cadet Senior Airman Mark Brown, Cadet Chief Master Sgt. Luis Fernandez, Cadet 2nd Lt. Patrick Good, Cadet Staff Sgt. Jon McMillen, Cadet Airman Matthew Weiner and Cadet Chief Master Sgt. Thomas Wolf — all under the watchful eye of Maj. Gary Dahlke, the squadron's aerospace education officer.

Mach hAUK broke the sound barrier by flying 781 mph in just 1.7 seconds.





# BARRIER

Data from the on-board computer confirmed those parameters as well as an acceleration of 23 g's and an altitude of 8,106 feet.

“This is one for the history books,” said Lt. Col. Nancy Gwinn, deputy commander for seniors, who assisted with the project.

Supported by funding from the Air Force Association as well as AFA's Cape Canaveral Chapter, the cadets transformed a pile of what appeared to be miscellaneous plastic, fiberglass and metal parts into a sleek, aerodynamic vehicle. The paint scheme — CAP's red, white and blue — was complemented by custom decals, the squadron's newly designed patch and a depiction of a hawk in flight, as well as the number 267 for the unit's charter.

Due to the higher altitudes as well as the rugged terrain, the supersonic flight was equipped with a radio beacon locating device. The transmitter rode in a tightly packed electronic bay, which contained the flight computer, recovery altimeter, batteries and wires. The rocket also carried an audible locator in the



Cadet Staff Sgt. Jon McMillen looks on while ground team member Cadet Senior Airman Mark Brown adjusts the direction-finding equipment.



main body tube, which emitted a very loud (105 dB) constant tone deployed when the device reached apogee. The audible locator would prove invaluable in helping the recovery team determine the rocket's location.

The launch site was a large field in Palm Bay, designated by the Federal Aviation Administration for launching high-powered, high-altitude rockets.

"During the time required to perform final launch preparations, a dark, low-level cloud settled over the launch pad," Dahlke recalled. "The countdown entered a series of five-minute weather holds that stretched out to nearly a half-hour, just like conditions at the Cape during a rocket launch."

"Finally, we were go for launch!" said Brown ... 5, 4, 3, 2, 1 — *ignition!* It took just a fraction of a second for the igniter to light the propellant, then a brilliant blue flame emerged as an almost-deafening thunder roared from the motor, and it was gone.

"Immediately upon burnout, the motor emitted dense, white smoke for about 14 seconds, then the rocket disappeared from view. For well over a minute there was no visual contact, but the locator signal came in loud and clear. At 500 feet the main parachute deployed," Dahlke said.

The search and recovery team located the rocket within about 15 minutes.

"The nose cone and parachute were found in a tree, and other than a small amount of gunk on the fins and body,

there wasn't any damage to the rocket," McMillen said.

"I had a great time finding the rocket," the cadet added. "We used the direction finder to get a general direction. Then we ran in that direction for about 200 to 300 feet, and stopped and listened for the sonic locator. Once we heard it, we adjusted our course. We repeated running 200 to 300 feet and listened and adjusted, until we found it."

"The whole project was an exciting and educational experience," Good said. "The best part of the flight was when the tracking smoke started at 5,000 feet. It looked like a real rocket going off at the Cape."

"I thought it was cool to go from building the Alpha rockets that don't go that fast or high, to designing and building a rocket that goes from zero to blink-and-you'll-miss-it," McMillen added.

"It was exciting watching the cadets progress from launching the fizzy rocket in Phase One (of CAP's Rocketry Program) to the successful launch of a supersonic rocket," said Lt. Col. Scott Martin, the squadron's commander. "It was like watching the cadets star in their version of *October Sky*."

Dahlke summed up the project's impact: "This just goes to show what can happen when an aerospace education officer and motivated cadets put their crazy ideas together." ▲

*This story was generated from combined reports.*



# New Feik Scholarship Program Encourages Cadets to Fly

By Dan Bailey



Col. Mary Feik thanks the Command Council after hearing the announcement of the cadet flight scholarship and permanent endowment fund established in her name.

Photo by Susan Schneider, CAP National Headquarters

Col. Mary Feik's special relationship with Civil Air Patrol's cadets is already a matter of record — literally, thanks to establishment in 2003 of the achievement award named in her honor. And now the bond between the aviation legend and CAP's younger members is entering a new phase with creation of the Mary Feik Cadet Scholarship for Flight Academies and the Mary Feik Endowed Scholarship for Cadets, announced during the Command Council meeting in February.

The scholarships will enable deserving cadets to expand their participation in CAP and especially in flight academies the organization offers every summer, said James "Skip" Dotherow, director of development at CAP National Headquarters.

Establishing, funding and awarding the scholarships in Feik's name is "a way to recognize a high-profile volunteer's passion for our program," he said.

After all, he added, "the mere mention of the name Mary Feik conjures up images of a horde of cadets surrounding this petite woman, their hearts full of admiration and love for her and what she has come to mean to the CAP cadet corps."

When he goes to conferences and other events, Dotherow said, he frequently hears such comments as "I'd like to do more but I can't really afford it" when he talks with cadets about their level of involvement in CAP activities.

He cited a recent conversation with a cadet in Texas: "His mother was a TSA agent and his father a long-haul truck driver, and there were six kids in the family, which didn't leave much for more than the basics."

"A lot of them would like to do more, but funding it is just a stretch," Dotherow said.

That's where the Feik scholarships can help. "We're not saying we're going to pay all their way, but we want to be able to help," Dotherow said. "If a cadet needs, say, \$2,000 to take his or her involvement to the next level, we want to be able to provide it."

Applications will be reviewed by a five-member panel — two wing



commanders, two squadron members and one cadet programs staff member at National Headquarters. The panel's membership will rotate annually. Recipients will be announced each June.

The new program is also being undertaken in light of changes in the aviation industry.

"We're recognizing the need for finding a way for cadets to get into the aviation industry," Dotherow said. "There is a crunch coming in the near future for pilots. Commercial aviation is facing a retiring force, and as that occurs, they look to the military for pilots and crews. This will in turn create a shortage in the military."

So cadets trained as pilots will be more and more valuable to both the military and to industry, he said.

The program's scholarship portion has a goal of \$50,000 to be made available to fund all or a portion of the costs of attending a CAP flight academy affiliated with a local flight school. The endowed portion will seek to fund a permanent endowment for scholarships, with initial funding coming from CAP members and additional funding from a variety of sources. ▲



The scholarship is one of many distinguished honors that have been bestowed upon Col. Mary Feik. Here, she receives the 2013 Katharine Wright Trophy from Pat Prentiss, The Ninety-Nines' representative on the National Aeronautic Association's board of directors, and Jonathan Gaffney, NAA president.

*Further information about helping fund the scholarships can be obtained from Dotherow at [JDootherow@capnhq.gov](mailto:JDootherow@capnhq.gov).*

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**Members  
Wish  
Feik**

# Happy 90th Birthday!

Col. Mary Feik turned 90 on March 9, and national staff wanted members not only to share their congratulations and birthday wishes with her, but also to express their appreciation for the decades she has devoted to aviation in general and Civil Air Patrol's cadets in particular.

Members were invited via social media and VolunteerNow, CAP's news site, to post messages on a blog established for that purpose. Hundreds did so, with the well-wishers ranging from CAP's top national officials to squadron-level officers and cadets.

Feik's devotion to CAP cadets is reflected in the fact that one of the organization's cadet achievements bears her name. Since 2003, when the award was created, some 27,000 cadets have received the Mary Feik Achievement. Feik routinely provides young recipients of the award with a signed certificate she supplies at her own expense; her daughter, Lt. Col. Robin Vest, estimates that her mother has given out about 10,000.

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James "Skip" Dotherow, director of development at CAP National Headquarters, leads the applause after sharing early birthday wishes with Col. Mary Feik during the Command Council meeting on Feb. 28. Feik turned 90 on March 9. Her birthday cake was served during a mid-morning break in the Command Council session. Photo by Susan Schneider, CAP National Headquarters

*By Dan Bailey*

She also travels to more than 20 wing conferences and comparable gatherings a year — flying about 30,000 miles annually to do so, also at her own expense — to mentor and inspire CAP members and especially cadets. Over the years, Vest said, her mother has visited most of CAP's 52 wings and has met untold thousands of cadets.

Feik, who was awarded the rank of colonel and a CAP lifetime membership in 2007, calls the cadet achievement named for her “my ultimate honor” — quite a statement, since she has received many prestigious honors.

She has been inducted into the Women in Aviation Pioneer Hall of Fame, is the first woman to receive the Federal Aviation Administration's Charles Taylor Master Mechanic Award in recognition of her contributions to aviation safety, has been honored by NASA as one of the 47 most significant women in aerospace and has received the Order of Merit from the World Aerospace Education Organization.

Just last year she was recognized with the Katharine

Wright Trophy, administered by the National Aeronautic Association in partnership with The Ninety-Nines and presented annually to a woman who has contributed to the success of others or made a personal contribution to the advancement of the art, sport and science of aviation and space flight over an extended period.

Those honors and others reflect her long, multifaceted career as an aviation engineer, master mechanic, pilot, aircraft maintenance instructor, author of maintenance instruction manuals, trainer designer and National Air and Space Museum restorer of vintage aircraft. Her achievements include teaching aircraft maintenance for the U.S. Army Air Corps during World War II and becoming the first woman engineer to work in research and development in the Air Technical Service Command's Engineering Division at Wright Field, Ohio.

She flew more than 6,000 hours as a B-29 flight engineer, pilot and engineering observer, as well as a pilot in fighter, attack, bomber, cargo and training aircraft. ▲

### Members Share Birthday Wishes With Feik

*"You have inspired me not just to be a great leader and role model in CAP and beyond, but to pursue my passion for service in the United States Army. As I leave this July for West Point, I think of you and many other inspirational female leaders who have paved the way for us all." — Cadet Senior Master Sgt. Jackie Parker, Walter M. Schirra Jr. Composite Squadron, New Jersey Wing*

*"I remember when you came to our Connecticut Wing Conference, and my job was to escort you to the wing commander's reception. When I got to your hotel room you opened the door and said, 'Where's my hug from my boyfriend?' I was so honored to give you that hug." — Cadet Maj. John A. Lesick Jr., 186th Composite Squadron, Connecticut Wing*

*"What an inspiration to womanhood! Proof that age is only a number! I'm following behind you in that respect. ... My grandson recruited me and helped fulfill my lifelong dream! I wanted to join the Air Force as a teen; however, here I am in CAP at 80 years young!" — 2nd Lt. Pauline Smith, Lt. Col. Frank Pocher Minuteman Squadron, Massachusetts Wing*

*"Thank you for everything you have done to inspire cadets, seniors, the aviation world and me. I was the only female to graduate aviation technology at my college in '93. You have inspired me over the years. I know it was tougher for you, and you helped make headway for women. It was an honor to have you at our dining outs and an honor to see you give my son his Feik award. He remembers it to this day a decade later, happily." — Maj. C.J. Muncy, Winchester Composite Squadron, West Virginia Wing*



F16C Fighting Falcons are shown on a flight from the 177th Fighter Wing to Atlantic City International Airport, N.J., on an intercept exercise to prepare for Super Bowl XLVIII. The F-16 Fighting Falcon is a compact, multi-role fighter aircraft. It is highly maneuverable and has proven itself in air-to-air combat and air-to-surface attack. It provides a relatively low-cost, high-performance weapon system for the United States and allied nations. Photo courtesy of U.S.

Air Force by Master Sgt. Don Taggart

# Whom does the Air Force rely on to pull off a **Tricky Super Bowl Intercept Mission?**

**W**hen the Continental U.S. North American Aerospace Defense Command Region wanted to show ABC News how it would enforce a temporary flight restricted (TFR) airspace around Super Bowl XLVIII in February, it turned to an organization that could ensure the mission's success — Civil Air Patrol, the U.S. Air Force Auxiliary.

ABC News correspondent Pierre Thomas paid a visit to the 177th Fighter Wing in Atlantic City, N.J., to see firsthand how CONR, along with its interagency partners, would enforce the TFR airspace.

“Believe it or not, the hardest part isn't flying, but providing a comfortable experience,” confided Lt. Col. Douglas Glantz of the Pennsylvania Wing, a 14-year member of CAP with a command pilot rating.

“Well, that and maintaining radio communications,” he added.



*By Lt. Col. Steven Solomon*

It was Glantz's job to give the television cameraman the angles he needed when he piloted the CAP Cessna 206 that took off on Jan. 28 from the Atlantic City Air National Guard Base in New Jersey to a predetermined set of coordinates. It was at that location that a couple of F-16s demonstrated an intercept.

A Government Accountability Office report noted that 3,400 violations of restricted airspace, about three a day, occurred following the Sept. 11, 2001, terrorist attacks. Last year, CAP supported 210 air defense intercept training missions across the country, flying 1,244 hours on 639 sorties.

"It's also a lot to keep track of all the radio communications with Air Traffic Control, in this case New York Center, and with the F-16 interceptors, with CAP high-birds north and south and with the CAP ground stations, all the while talking on the aircraft intercom," Glantz added. "So it sure is very helpful to have the mission observer handling all the radio communications on the CAP FM radio."

On this windy winter's day in New Jersey, with temperatures that didn't get higher than 23 degrees, two of a half-dozen Air National Guard F-16s from the 177th Fighter Wing at the base took off to intercept CAP's Cessna. A CAP mission observer sat next to the pilot, and behind them were the ABC cameraman and a photographer from New Jersey's largest newspaper, *The Star-Ledger*.

"It's a truly thrilling experience to fly in a light aircraft like we were in and have an F-16 come up to your left

wing and hang on your wingtip," said Maj. Will Schlosser, the Pennsylvania Wing's director of operations, who flew as mission observer.

The F-16 pilot will radio, "This is a United States Air Force armed F-16. You have been intercepted. Please acknowledge or rock your wings."



Maj. Will Schlosser, left, mission observer, and Lt. Col. Douglas Glantz, pilot, are interviewed before flying an intercept training mission. Photo by 2nd Lt. Mike Gross, New Jersey Wing

**"It's a truly thrilling experience to wing and hang on your wingtip."**

According to the Air Force, no NORAD fighter has ever had to shoot down an aircraft that violated restricted airspace. But the F-16 pilots are prepared to engage aircraft deemed to be a threat to the general population. In addition to the Air Force and Air National Guard, NORAD uses resources from the Army National Guard and the Royal Canadian Air Force, plus coordination with U.S. agencies such as the U.S. Coast Guard.

For the demonstration of this intercept, mission partners also included Customs and Border Protection and the Federal Aviation Administration. The FAA was the agency responsible for the temporary flight restriction placed around the Super Bowl.

In addition to the Super Bowl, the FAA places no-fly zones and flight restrictions around many major national events, such as the State of the Union Address, the Presidential Inauguration, the Olympics and the G-8 Summit. CAP members also participate in special intercept training exercises related to events of national significance such as meetings of world leaders in the U.S. and sporting events such as NASCAR races.

Twenty CAP wings supported these training operations last year, as well as the CAP Congressional Squadron and associated region headquarters.

"Having the additional support from the Civil Air Patrol public affairs specialists on the ground during the media flight was a huge plus," said Air Force Capt.

Andrew Scott, public affairs officer, 601st Air and Space Operations at Tyndall Air Force Base, Fla., who coordinated the public affairs aspect of the mission. “Public affairs experts from the FAA, Customs and Border Protection and Civil Air Patrol were all a part of the total team effort that made this media flight a success.”

ners to accomplish our mission,” said 2nd Lt. Mike Gross. “I loved every minute of it.”

“Civil Air Patrol plays a vital role in our air defense mission,” said Col. Thomas Cucchi, 601st Air and Space Operations Center commander. “By serving as tracks of interest during air defense exercises around the country,

fly in a light aircraft like we were in and have an F-16 come up to your left – Maj. Will Schlosser, Pennsylvania Wing director of operations, mission observer

And for the newly appointed New Jersey Wing assistant public affairs officer, a senior vice president at a full-service public relations and marketing agency who took the day off from work, it was not only a success but also a day he’ll never forget.

“It was an honor to work hand-in-hand with our part-

CAP helps CONR pilots hone their intercept skills. They also play a large role in search and rescue operations and provide imagery for damage assessment after natural disasters. CAP is a valuable member of the CONR team, and we are very thankful for their contributions to our mission!” ▲

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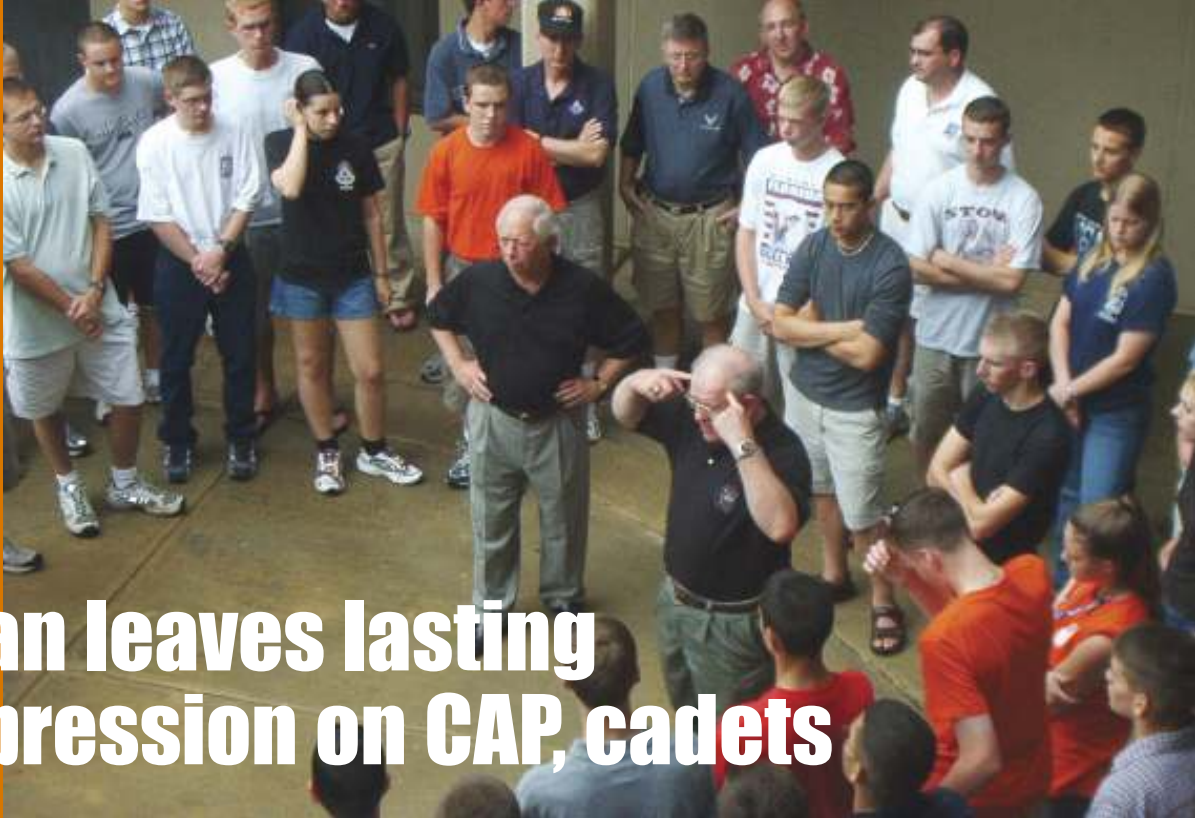
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# Bean leaves lasting impression on CAP, cadets

By Jennifer S. Kornegay



Col. Ray Bean leaves behind the legacy of transforming CAP's Cadet Officer School into a world-class program that will benefit young men and women for many years to come.

**C**ol. William Raymond Bean, known to friends and family as Ray, accomplished much in his 70 years. When he passed away from pancreatic cancer Jan. 18, he left behind a legacy of leadership that spans decades and had a major impact on Civil Air Patrol as a whole, as well as many individual members.

Born in Alexander City, Ala., Bean ended up at Maxwell Air Force Base, Ala., at the end of his long career in the U.S. Air Force, which included serving as a navigator and then fighting in Vietnam, where he was a prisoner of war for nine months. Upon his return home, he entered pilot training and spent 30 years flying and teaching others how to do the same as an instructor pilot. As his last assignment, he served as a professor in the Department of Strategy, Doctrine and Air Power with Air War College at Maxwell.

After retiring from the Air Force, he joined CAP. He eventually became the director of cadet programs, and countless former and current cadets around the country benefited. "Ray took the decades-old Cadet Officer School and thanks to his affiliation with Air War College completely upgraded the curriculum and brought in world-class speakers," said Lt. Col. Michael Kathriner of the California Wing.

Kathriner got to know Bean while working with COS. Before Bean came along, the program, which was modeled after the Air Force's Squadron Officer School, had been completely staffed by Air Force reserve officers; it was Bean's idea to add CAP volunteer officers to the mix. "He made it so that the CAP and Air Force officers really came together as a family. He created an environment that made that easy," Kathriner said.

As a member of the National Cadet Advisory Council in 2004 and 2005, Maj. Thomas Rehman of the Ohio Wing worked closely with Bean. He echoed Kathriner. "It was really



Col. Ray Bean, hands on hips, stands with Maj. Gen. Rick Bowling, then CAP national commander, during an informal moment at Cadet Officer School in this photo from around 2001. Although Bean was never aloof toward the cadets, he conveyed a seriousness of purpose and expected them to rise to the academic and moral challenges of leadership.

remarkable when you realize what his background was and what all he'd done," Rehman said. "He was very humble and never really talked about all his accomplishments or being a POW. He was a mentor to a lot of us and was always there to help.

"I have a letter he wrote that was a form letter, but he had taken the time to write a small personal note to me on it. I imagine he did that for others, too, and that is impressive to me."

Bean took the time to make every cadet feel special and to offer personal advice and encouragement.

Chris Wiesinger, a former California Wing cadet, met Bean when he attended COS in 1997, then got to know him at the next year's COS when he returned as the cadet executive officer. "Through this interaction I felt the warmth and responsibility that Col. Bean had toward cadet programs and every individual youth in Civil Air Patrol," he said.

Wiesinger joined CAP as an older cadet, giving him only one chance to test for the Gen. Carl A. Spaatz Award, the organization's top cadet achievement. "My chance fell on my freshman year at Texas A&M University in the Corps of Cadets. With the physical and academic rigors of military life in the corps dorms, I did not adequately prepare for my exam, and I failed."

Wiesinger was deeply disappointed. Then he got a call from Bean. "We talked about the results, empathized together on the disappointment, but more importantly, he encouraged me. He told me that life was about so much more, and the real test was to continue on in perseverance despite life's setbacks," he said.

The COS Bean created and Rehman's personal interactions with him had lasting effects on his life: "COS was so important to who I became as an adult. I still use lessons I learned there every day, and that program is what it was and what it is, thanks to Bean," Rehman said. "It would not exist in its current format without his energy, time and passion."

Kathriner said Bean made COS a world-class program, one that will serve as his CAP legacy. Curt LaFond, CAP's deputy director of cadet programs, agreed.

"Ray's biggest impact on the overall cadet program has to do with making sure the leadership and character programs were academically challenging and were presented in the Air Force way so the cadets would learn leadership in the Air Force tradition," LaFond said.

Bean's name will live on for a long time, in stories told in the hallways and classrooms of each summer's COS. It will also be perpetuated through the goal every cadet hopes to achieve while at COS — to be chosen for the William Bean Honor Flight.

Finally, it will live on in the memories of his many friends, and as Kathriner put it in a Facebook post the day after Bean's death: "Thank you Ray Bean for being my leader, my mentor ... but most of all, my unconditional, nonjudgmental friend. Your lessons will be taught for generations not yet born." ▲



"I served for 30 years in the Air Force, retiring at full colonel," Bean would always introduce himself to Cadet Officer School participants, "and in my career, guess how many times I told someone, 'I order you to...?' The cadets would reply, estimating that Bean issued orders all the time. Longtime members of the adult faculty knew the question was a setup. "Not once. Not once did I resort to the 'I order you to...' mentality. I would consider that a failure of leadership. If I could lead through persuasion and consensus as a colonel, you can too as cadets." The full colonel, former base commander and war hero was challenging everything the cadets thought they knew about leadership. He expected them to take a mature approach to their people skills.

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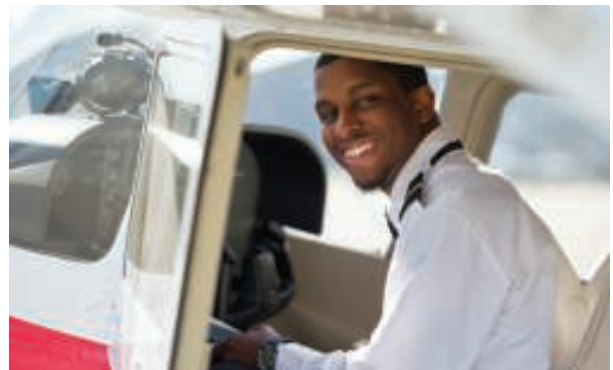
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# True Romance

*50 years later, their chance cadet exchange program encounter still seems surreal*

*By Kathleen Green*

**F**or years, Eldon Evans and Kika Carreras Evans have been telling their friends the story of how they met. And decades later, everyone still finds it incredible.

“When we tell our story, they don’t believe it. They think we are exaggerating,” she says.

But it’s all true. How they ever got together is a miracle, the couple says. Eldon and Kika lived at least 5,000 miles apart, yet their paths crossed July 28, 1960, in Lima, Peru.

Eldon, now a retired Civil Air Patrol major, was in Lima as part of the U.S. and Peruvian air forces’ cadet exchange program. Every night, parties were held in their honor from the time he arrived in June until he returned to Ogden, Utah, that August.

On the night Eldon strolled into Kika’s life, her close friends were hosting a party. Eldon says he had a strange feeling come over him that evening.

“I heard my name called. I turned around and there was Kika,” he says.

Kika, too, felt something urge her to turn around and look straight at Eldon.

“There was something tickling my neck. Suddenly I turned and I saw Eldon staring at me,” she says.

Kika soon discovered that Eldon held the most cherished personality traits she was looking for: integrity and honesty. Plus, they both immediately felt at ease with each other.

For the next week or so, they spent every spare minute together. And although Eldon says he felt as if he had known Kika his whole life, he thought he’d never see her again.

For the next three years, Eldon and Kika exchanged letters while he worked and she studied art history. But in July 1963, Kika told Eldon she’d be visiting a cousin



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Kika and Eldon Evans, photographed at their North Dallas home for a “True Romance” story in the *Dallas Morning News*.

Photo by Louis DeLuca/Dallas Morning News

in Long Island, N.Y., Eldon knew this was his chance.

For two weeks, Eldon and Kika went to concerts, the theater and restaurants. Eldon mulled over a proposal.

Kika says she will never forget the day she and Eldon sat on a bench near a Massapequa pond.

“We’ve waited too long,” he told her. “Let’s not wait any longer.”

“It was so romantic,” says Kika, now 79. “It was an unforgettable day.”

Kika promised to marry him in December, and Eldon promised to send her an engagement ring. When it arrived in the mail in a regular envelope, Kika said it was nothing short of a miracle.

“This guy doesn’t know how it is here,” she says. “In Peru, they steal everything.”

Eldon and Kika were married in a civil ceremony Dec. 3, 1963, and in a Catholic church in Peru three days later.

“My family said, ‘Are you sure you want to marry Eldon?’ I said, ‘I’ve never been so sure in my life.’”

They started out in Utah and then moved to San Antonio. When Eldon left the military and started working in insurance, they moved to New Jersey.

Kika and Eldon’s marriage might have started out as a fairy tale, but they have suffered heartaches. Faith helped them through the loss of Eldon Jr. to meningitis just two weeks after he was born in 1965, as well as youngest daughter MaryAnn’s scalding accident in 1969 that meant weeks in a New Jersey hospital. The 8-month-old

made a full recovery, which Kika says was another miracle.

“We don’t let our problems become a problem,” says Eldon, 83. “We work around it.”

The family of four, which includes Rose Marie, who was born in 1966, moved to Far North Dallas in 1973. Kika continued her art history education while raising their daughters, and Eldon, a certified public accountant, opened a firm.

Over the years, Eldon and Kika have enjoyed traveling and collecting art books from museums along the way.

“I like to learn, and Eldon is the same way,” she says. “We make a good team. He explains to me in detail about a project or electricity and anything scientific. And I explain to him about art before we go to a museum. We complement each other.”

Kika has never left Peru too far behind and made sure their daughters are bilingual. Eldon retired 10 years ago, and Kika still dreams of finishing her art history degree. That dream may have been interrupted, but she wouldn’t change it for the world.

“I always call our story ‘Over the Rainbow’ because I was on one side and he was on the other,” she says.

“It was an impossible dream, but fate seemed to have other plans for us.” ▲

*Kathleen Green is a special contributor to the Dallas Morning News. Her story about Eldon and Kika Evans was published Nov. 30, 2013, on the front page of the Life section of the newspaper.*





# 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.

Maj. Gary E. Wright	AL
Maj. Robert F. Roy	CT
Lt. Col. Christopher A. Duemmel	FL
Maj. David A. Druga	MA
Maj. Jeffrey A. Wesley	MI
Lt. Col. David N. Poland	MO
Lt. Col. Peter G. Graf	MT
Lt. Col. Roy W. Asbell	NC
Lt. Col. Peter Bellone	NCR
Master Sgt. Paul D. Stengele	NJ
Maj. Robert R. Ormsbee	NY
Maj. Antonio Ramos	NY
Maj. Alan P. Sandner	OR
Maj. Ryan J. Kelly	PA
Lt. Col. Dale A. Reed	TX
Col. Ernestus S. Schnabler	WA
Maj. Roger R. Rognrud	WI
Maj. David W. Snyder	WI



## 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.

Samuel G. Cockrell	AL
Tyler D. Belyeu	FL
Eashan D. Samak	MD
Valerie Rose Powell	OK
Jacob Hawkins	SC
Ulric E. Groves	VA



## 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.

Holly E. Guthrie	AL
Joshua R. Flewellen	CA
Skylar F. Caldwell	CO
Joseph L. Frech	DC
Sean C. Andino	FL
Joshua D. Lewis	FL
Nathan R. Katic	GA
Morgen D. Dieckmann	ID
Spencer J. Goodmansen II	ID
Delaney N. Wresch	IL
Justin G. Paddock	ME
Noah P. Hall	MN
Elizabeth J. Hale	MO
Kristi A. Nichols	MT
Andrew J. Moore	NC
Felix E. Reyes	NC
Montanna M. Shores	NC
Shreeya G. Panigrahi	NY
Alan C. Powell	NY
Joseph K. Glowaski	OK
Ernest C. Brown	PA
Adam I. Parker	PA
Matthew G. Papandrea	VA
Lacee Basile	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. Lyle D. Melton	AR
Lt. Col. Cheryl L. Miller	CA
Lt. Col. Nancy L. Woodard	CA
Maj. Debrah Archer	CO
Maj. Roger D. Malagutti	CT
Lt. Col. Joshua D. Schmidt	DC
Maj. Angella L. Roberts	FL
Maj. Joseph F. Roberts	FL
Maj. Joel M. Shreenan	GA
Lt. Col. Harry E. Siegrist	GA
Maj. Theodore R. Deming	IL
Maj. Glenn A. Fortmayer	KS
Maj. Grace M. Stapf	MD
Maj. Antonio C. Gutierrez	MI
Capt. Lang Yang	MI
Lt. Col. Peter G. Graf	MT
Maj. Robert J. Bailey	NC
Lt. Col. Maher A. Noureddine	NC
Lt. Col. Toby D. Wall	NC
Capt. Irma Knox	NJ
Maj. Daniel J. White	NJ
Lt. Col. Thomas J. Clarke	NM
Maj. Annette R. Peters	NM
Lt. Col. Ellen J. Maternowski	NY
Lt. Col. Laurence H. Steffan	PCR
Col. Richard F. Hill	RI
Capt. Kevin S. Divers	TN
Lt. Col. Cheri A. Jennings	TX
Maj. Janet S. Kristoffersen	TX
Lt. Col. James L. Quinn	VA
Maj. Richalie A. Demaine	WA
Lt. Col. Charles A. Jensen	WA



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# Teenagers and Money:

## Why Actions Speak Louder Than Words

### “Practice makes perfect.”

At one time or another we’ve all probably heard or used these words — in the classroom, on sports fields and, if you’re like us, maybe even in your parenting.

You see, that’s the approach my wife and I have taken with our kids in a quest to build their financial acumen. We — OK, I — have repeatedly blasted them with financial terms and definitions, hoping something would stick. Oh, if it were only that easy. The reality is — words can be effective. But nothing works as well as true-life experiences to hone these skills.

Now we’re emphasizing hands-on training with our teenagers. It’s not like we’ve ignored this approach in the past. In fact, a couple of years ago, I shared a tale of my son’s first exposure to the cutthroat financial world. But, with money management top-of-mind at a national level, my wife and I are laser-focused. Here are three ideas we’re using to bring words and concepts to life with our teens.

### 1 Learning to budget.

Wanna go out with your friends? Better check your bank account. Think that new shirt for red day at school is a must? Better check your bank account. We still cover food, clothing and shelter, but any extras now come out of our teens’ allowances. The result? That bag of candy doesn’t taste quite as sweet when it puts an outing with friends in jeopardy. Last week, my daughter scowled when we told her a trip to the movies was coming out of her wallet. Oh well, economic decisions can be difficult. But if the result is that they understand the concept of spending less than they earn, it’s a win.

### 2 Being a smart consumer.

The truth is — impulse buys, lack of research, bad timing and human nature have all led Team Montanaro down the path to bad purchases at one time or another. But we want our kids to do better. Not to date myself, but my research used to begin and end with catalog browsing. Today, our kids are doing a great job comparison shopping — evaluating reviews and checking



prices using the Internet before making a big purchase. Since they have to save to make any major purchases (no credit for them!), it gives them time to confirm that their purchases make sense. While it may be detrimental for the U.S. economy, we figure more smart consumers is a good thing.

### 3 Paying yourself first.

My kids can't even fathom what a powerful weapon this is in the quest to build financial security, but we're working hard to get them to understand it. We set up savings accounts for them, and to encourage them to save, we match any money they put in the account. Grandma's \$10 check for Halloween, for example, magically morphs into \$20 with a simple decision. Granted, the "return" they earn on their decision is ridiculously high, and they can't tap the account until college. We're trying to teach them a lesson here, so we need to get their attention. I'm not sure they've fully grasped my discussion of employer-matching contributions, but we're really working on this one.

So there you have it. These aren't the only lessons our kids need to be successful, but I'm certain they do need a mix of knowledge and practice to meet the world head on. Don't fret — I haven't thrown in the towel with the book knowledge part. You should have seen my daughter roll her eyes yesterday morning when I hit her with, "What's a bond?"

— J.J. Montanaro, CERTIFIED FINANCIAL PLANNER™ practitioner



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