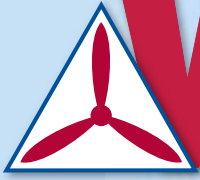


CIVIL AIR PATROL

January-March 2014



volunteer

40TH EDITION

In 1st Air Force Spotlight

**Post-Blizzard Photos Help South Dakota
Estimate Livestock Losses**

**Colorado Wing Responds
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40TH EDITION

January-March 2014

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U.S. Sen. Mark Udall, D-Colo., commends Civil Air Patrol cadets gathered at the Loveland relief center following deadly flooding in his state. Udall came to the center to visit with Colorado residents

affected by the disaster, which claimed at least 10 lives and devastated much of the northeastern corner of the state, destroying nearly 2,000 homes and washing out hundreds of miles of roadways. Photo by Maj. Eric W. Schwarm,

Colorado Wing

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ON OUR COVER

A CAP Cessna 172 is displayed next to an F-15 and F-16 as part of a new, permanent display at 1st Air Force at Tyndall Air Force Base, Fla. The Air Force planes have played key roles in the War on Terror since 2001. After 9/11, CAP provided some of the first airborne images of ground zero for then-New York Gov. George Pataki and first responders from around the nation and flew numerous sorties to move critical supplies along the Eastern Seaboard in the days and weeks that followed. CAP also flies more than 2,000 hours performing air defense intercept training exercises each year, which helps prepare fighter units across the country. See related stories on pages 19 and 23.

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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Members serve as disaster victims for evacuation drill

Cadets and senior members from three squadrons in the New York Wing's Mid-Eastern Group served as patients during a large-scale medical evacuation drill conducted by the 139th Aeromedical Evacuation Squadron and the 109th Airlift Wing at Stratton Air National Guard Base in Scotia. The drill was conducted as a training exercise in the evacuation and safe transport of wounded and injured individuals. Members of



the Luke Wullenwaber, Schenectady and Vedder composite squadrons — including Cadet Airman Basic Antoine Comission of the Schenectady unit, seen here being loaded onto a medically equipped C-130 cargo plane — portrayed victims of a natural disaster. They were treated for multiple simulated injuries by medical technicians and then transported to the air base, where they were stabilized at a field hospital and prepared for transport on a New York Air National Guard LC-130 Hercules to a regional trauma center. Members of Albany's Stratton Veteran Affairs Medical Center, the New York State Division of Homeland Security & Emergency Services, the U.S. Department of Health and Human Services, the Federal Emergency Management Agency and other government agencies also participated in the activity. Photo by 1st Lt. Kevin Irish, New York Wing

New N.C. unit launches Aerospace Education Day



The newly formed Sugar Valley Composite Squadron's Aerospace Education Day, held for fellow units in the North Carolina Wing's Group 4, received a thumbs-ups all around from cadets and senior members participating in the event at Sugar Valley Airport in Mocksville. The

cadets built both Titan single-stage and Saturn two-stage rockets, then launched their creations, completing the hands-on requirement for CAP's Rocketry Program in the process. The third launch was freestyle, with the cadets choosing their own engines. Most chose the Estes C6-5 model rocket engines, which sent projectile after projectile soaring out of sight, leaving the cadets watching in awe. The Sugar Valley squadron, commanded by Maj. Eric Orgain, undertook the project only a few weeks after receiving its CAP charter. Photo by Senior Member Deborah Leighton, North Carolina Wing

Quick trivia question: Where can you see high-ranking officials like presidents Barack Obama, George W. Bush or George H. W. Bush; use llamas, mountain lions, deer, birds, turtles and dogs as resources; or claim a cartoon strip as your own?

The answer: Civil Air Patrol! All of these stories and more are chronicled in the organization's flagship publication, *Civil Air Patrol Volunteer*, which is publishing its 40th edition of coverage of the adventures of 61,000 volunteers nationwide.

#CAP40thedition ices 600 stories of intrigue, adventure

By Julie DeBardelaben

“The *Volunteer* represents an important archive of CAP's missions and activities,” said CAP National Commander Maj. Gen. Chuck Carr. “It shows through pictures and stories who we are and what we do, and for our 61,000 members, these stories are a tremendous source of pride.”

The magazine's inaugural edition, published in January 2006, featured in-depth coverage of CAP's disaster relief efforts during Hurricane Katrina. Published bimonthly for four years and quarterly since 2010, the *Volunteer* has traced the organization's significant accomplishments over the years through some 600 feature stories. Along the way, the *Volunteer* has been recognized for its quality with six industry

In conjunction with publication of the 40th edition, VolunteerNow hosted a 10-day trivia contest based on the magazine's contents over the years, with questions ranging from “How many major missions launched in response to hurricanes have been featured in *CAP Volunteer*?” to “How many stories have featured search and rescues missions in which the missing individual(s) were found alive?” Daily winners became eligible for a drawing for free registration for CAP's 2014 national conference Aug. 14-16 in Las Vegas. The overall winner was announced on VolunteerNow.com.



Relief Effort Showcases Diversity of CAP Talent

The teams we have on site at all of these bases volunteered to be down just before the hurricane (Katrina) even hit. They were to come, not knowing what were going to be facing.”

awards, most recently the 2013 Award of Excellence presented by the Southern Public Relations Federation and the Public Relations Council of Alabama.

The publication's archives, housed online at www.capvolunteernow.com, contain stories of service, sacrifice and inspiration that intrigue readers with their sense of adventure, patriotism and humanitarian twists. Since Katrina, the magazine has covered:

- Search and rescue missions involving downed pilots and lost individuals totaling an average of 80 lives saved each year, with success driven by sophisticated tools and expertise in cell phone forensics, radar tracking, full-motion video and Garmin glass cockpit technology.
- Aerial and ground team reconnaissance following the nation's tornadoes, wildfires, flooding, blizzards, mudslides, tsunamis and even manmade disasters, like the Gulf oil spill.
- Air defense exercises helping prepare fighter units across the country for deployment overseas and providing intercept training for special events, like the Super Bowl and political conventions.
- A plethora of community services projects (such as food drives, nursing home visits, military member care packages and humanitarian missions abroad), led by participation in hundreds of Wreaths Across America ceremonies annually.
- Individual and youth resourcefulness in performance and achievement, including cadets who become pilots, engineers, politicians and astronauts. ▲



Cell Phone Forensics Team

What started out as an October family outing near the north fork of Idaho's Boise River quickly became a nightmare for Steven and Heather Rice and their two sons.

In an interview with KTVB-TV, the NBC affiliate in Boise, the couple said rain began pouring down as they were scouting for deer.

"We turned around and came back and there was a huge mudslide," Heather Rice said. "We could not get out."

The family was trapped in the forest in near-freezing temperatures with no cell phone service.

"Scared. I mean, literally, that's the only word I can think of is that we were scared," Heather Rice told a KTVB reporter. "We were in shock. I mean, we went through all the emotions, shock, depressed."

As the Rices tried to devise a plan, they found a U.S. Forest Service guard station at Graham Bridge Campground, where they decided to stay, build a fire and keep warm. To help rescuers find them, they spelled the word "HELP" with logs, painting them white with paint they found in the guard station.

By Mitzi Palmer

Cellular Forensics at Work

Meanwhile, after being alerted by the Air Force Rescue Coordination Center, Maj. Justin Ogden and Col. Brian Ready — a pair of Civil Air Patrol cellular forensics specialists — were hard at work thousands of miles away trying to pinpoint exactly where the Rice family was stranded.

"We were able to obtain some information about a transaction with the phone that happened the day they went missing," said Ogden, who has done cellular forensics work with the Air Force Rescue Coordination Center since 2006.

His and Ready's work during a mission, he said, involves gathering facts from AFRCC on the search, working with cellular providers to obtain available data, analyzing the information and producing recommendations to AFRCC incident commanders — with both CAP and external agencies — and search and rescue coordinators about where to search.

In this case, Ogden and Ready produced maps showing where the Rice family was located at a given time that Sunday morning.

"The areas were not pinpoint-accurate and covered several square miles, but in a unique shape," Ogden recalled. "Based on other clues the

Essential in Rescuing Idaho Family

sheriff's office had, we could see that one of the likely areas was close to a campsite name they discussed with family members."

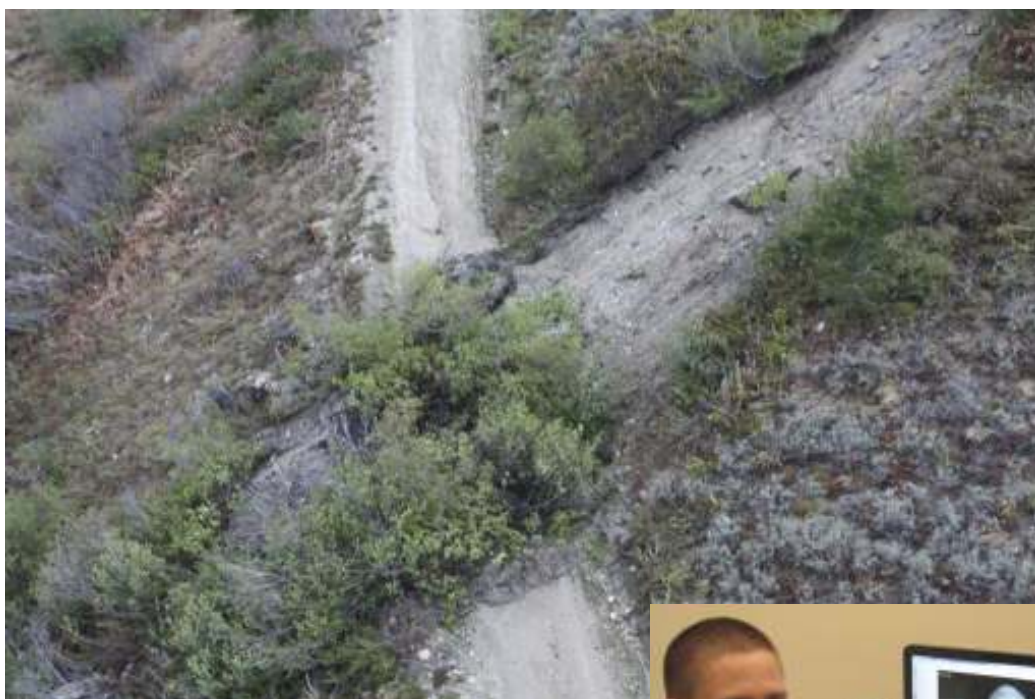
The Rices apparently had previously told relatives about four or five places they might go that day.

"These locations were 150 miles apart, so we didn't have any idea where to start searching initially," Ogden said. "But once we found the cell phone data that was

close to one of the campsites, it allowed a shift in the search to concentrate on that area."

Ready, who's also Civil Air Patrol's Arizona Wing commander, noted that only one road crossed the likely areas he and Ogden had identified. Given all the clues and data, he made a convincing argument for where to focus the search.

"His 30 years of CAP experience as a pilot and



A photo taken from the Idaho National Guard's Black Hawk helicopter shows the mudslide that took out the road, preventing Steven and Heather Rice and their two sons from driving out of the remote area.

Photo courtesy of Elmore County (Idaho) Sheriff's Sgt. Laytredda Schultz

Maj. Justin Ogden, left, communicates on his left computer monitor with Col. Brian Ready, a fellow CAP Cellular Forensics Team member, via Google Hangout. Ogden's right monitor is open to a Google Earth view of the area covered in the Idaho search and rescue mission. Ogden said Google Hangout allows the two men to stay connected during missions, enabling them to share their screens and discuss what they're working on, explain the data and carry out collaborative analysis with everyone involved in a mission. Photo by 2nd Lt. Amy Ogden, Pennsylvania Wing



An Idaho National Guardsman meets with Steven Rice and his two sons outside the U.S. Forest Service guard station where they had taken refuge before being located and rescued.



An Idaho National Guard member leads Steven and Heather Rice and their two sons to a waiting Black Hawk helicopter for evacuation from the campground where they were stranded after a mudslide. Photos

courtesy of Elmore County (Idaho) Sheriff's Sgt. Laytredda Schultz



incident commander make him an outstanding asset to CAP/AFRCC cellular forensics," Ogden said.

A Successful Rescue

At the AFRCC's request, the Idaho National Guard sent out two helicopters to the targeted area identified by the CAP pair.

"The Apache helicopter went in Monday night, found the victims, left survival supplies and got a description of their condition, and a Black Hawk helicopter was sent in the next day to carry out the rescue," Ogden said.

The Rice family had been missing 36 hours.

Sgt. Laytredda Schultz, who works in the Elmore County Sheriff's Office, said that without the knowledge

and expertise of CAP and the Idaho National Guard, it could have taken days to locate them.

"They were in an area they had never hunted and did not leave information to anyone where they were going. Our search efforts were all in the wrong location until Justin Ogden and his team were able to pinpoint a likely area where they could be located."

In 2013 alone, the AFRCC has credited CAP's Cellular Forensics Team with more than 30 saves.

"The Cellular Forensics Team is a blend of teamwork, technology, innovation, insight and good old problem-solving to arrive at a successful solution," Ready said. "Maj. Ogden has taken the process to a new level and under his leadership we are making a difference." ▲

When a once-in-a-thousand-years flood comes, CAP responds to

Crisis in Colorado

By Kristi Carr

As relentless rain smothered northeastern Colorado in September, members of Civil Air Patrol went into mission mode.

“I received a call from the Colorado Division of Homeland Security and Emergency Management the morning of Sept. 12,” recalled Lt. Col. Mike McDonald, search and rescue officer for CAP’s Colorado Wing and the first of three incident commanders for the mission. “After it was decided I would take on the responsibility as the initial IC, the planning started despite pouring rain because it was obvious there was going to be serious flooding.”

That was an all-too-accurate forecast, as Mother Nature soon proved exceedingly cruel. The flooding was set in motion by record-breaking rainfall on a single day — as much as 9 inches, almost double the previous record — and about 18 inches of precipitation for the duration of the storm, more than the average for an entire year in this part of the country.

Torrents of fast-moving water swept away humans and homes, ripped out highways and bridges and stranded thousands. The flooding claimed at least 10 lives, destroyed nearly 2,000 homes, caused spills in water-damaged oil fields and washed out hundreds of miles

of roadways, completely cutting off some small communities. The road repair alone is expected to exceed \$450 million.

Cooperation

Typical of the established pattern for dealing with such natural disasters, CAP was one of several responding agencies, including both the state and federal emergency management agencies, the departments of Defense and Homeland Security, the National Guard, National Park Service, U.S. Forest Service, U.S. Army, Federal Aviation Administration, American Red Cross and the

“As CAP members, we are there to do a job. But that being said, our plane. After all, we are also members of these communities.”



This aerial photo 1st Lt. Rob Pehkonen took near Estes Park, Colo., depicts just one of numerous areas where the highway was washed away. Though Colorado Gov. John Hickenlooper established a Dec. 1 deadline for certain bridges and roads to be repaired at least temporarily, the first snow of the season — in September, before CAP’s mission was concluded — was a reminder to residents that this winter could be particularly challenging.

Photo courtesy of FEMA



Maj. William O'Connor, Colorado Wing director of emergency services and a pilot for the flooding mission, briefs Ginger Zee, an ABC News meteorologist, before taking her and a network photojournalist over parts of the flooded Colorado landscape. Over the course of the mission, CAP flew three different television crews in an effort to help keep the public informed.

Photo by Senior Member Matt Brewer, Colorado Wing

*it is heartbreaking to see the destruction from the windows of
— 1st Lt. Rob Pehkonen, Colorado Wing emergency services training officer*

Colorado Department of Transportation.

Some agencies assumed responsibility for specific tasks. Army and National Guard helicopters, for example, provided airlifts for more than 2,200 people and 900 pets; the Red Cross set up relief centers; and CAP provided a dual response with damage assessment photography and relief services.

Even so, constant cooperation among the agencies was critical and often required daily phone conferences. Airspace management, for instance, was an area of constant concern.

With the exception of some camera equipment borrowed from CAP National Headquarters and the Wyoming Wing, the Colorado Wing provided its own equipment and manpower to help beat back the disaster.

Assessment

CAP provided vital photography, both on the ground and in the air. Two teams of ground photographers worked for only one day, as they couldn't access the areas where the photos were really needed, but aerial photographers were employed throughout the air portion of the mission, which continued through November.

CAP members flying 10 of the wing's aircraft carried out 112 sorties, 77 of them to capture 10,061 images that were uploaded to the Federal Emergency Management Agency and U.S. Geological Survey websites.

"I feel strongly CAP is invaluable for quickly getting these damage-assessment photos into the hands of our government officials so that help is that much quicker in coming," said 1st Lt. Rob Pehkonen, the Colorado Wing's emergency services training officer and one of the wing's first members to be certified in aerial photography.

The photos not only helped officials prioritize what needed to be addressed but also aided FEMA and the state of Colorado in estimating the costs of the damages so they could get money flowing into these projects. Consequently, those agencies established the type of shots to be taken.

"Early on," Pehkonen said, "FEMA wanted straight-down photos along a determined grid; later into the mission, however, the requests were for closer-in pictures, especially of 13 hard-hit communities, such as Jamestown. The great thing about CAP is its flexibility in being able to meet these requests."

Regardless of the requirements from other agencies, aerial photography demands a great deal of skill. "The challenge is to capture a crystal-clear image," Pehkonen said. "While, for an airplane, the CAP flight is considered low-and-slow, we are still traveling between 80-100 mph and shooting from a distance of one-quarter to one-half mile away from our subject."

Pehkonen often flew with CAP mission pilot Maj.

William O'Connor, Colorado Wing director of emergency services. On behalf of FEMA and the state Department of Transportation, O'Connor made 10 flights, including one that took Ginger Zee, a meteorologist with ABC News, over the Big Thompson River, where she got a firsthand glimpse of flooded homes, a destroyed trailer park in Evans, washed-out roads and obliterated bridges.

"Not long ago we had a search and rescue exercise where we simulated a major earthquake that resulted in flooding and infrastructure damage," O'Connor recalled. "The practice included taking simulated photos and uploading them to a federal or state agency."

That exercise took on new life with the September flooding. "We found that taking all the photos and then uploading them to the Internet was still a challenge in the real world," McDonald said. "An enterprising CAP member went to Verizon Wireless and got them to loan us 10 mobile hotspots at no cost. This allowed us to

tally challenging, they found it very rewarding. One cadet ran a hospitality area for clients, and a few organized a communications system that worked particularly well for this type of job."

Members of CAP's Chaplain Corps also set up posts at the relief center to provide counseling to the flood victims.

"I spoke to a couple of men who'd been airlifted out of the Big Thompson Canyon with especially hard stories to hear," said Chaplain Lt. Col. Eugene Packer, chaplain for CAP's Rocky Mountain Region and a regular at the relief center in Loveland. "Each of them worked from home and lost both their businesses and homes in this disaster. They had been told not to expect to get back to their homes until the spring, and they just needed some encouragement at that point."

Packer, who serves in a bishopric of an area Church of Jesus Christ of Latter-day Saints, relied upon church resources for some of those he counseled and even did

"I feel strongly CAP is invaluable for quickly getting these damage so help is that much quicker in coming." – 1st Lt. Rob Pehkonen,

equip all our mission planes with a camera and hotspot so they could land at just about any airport and have a reasonably fast Internet connection."

Relief

CAP's relief work on the ground extended a week beyond the air mission.

Headed by Maj. MaryBeth King, the wing's deputy disaster preparedness officer, CAP members assisted at the Loveland relief center. "Our main duty was to unload donations from vehicles and transport them to the sorting center in the back of the building," King said, "but we also assisted with greeting and checking out clients." She had more than 15 senior members and 35 cadets helping her, many returning for multiple shifts.

"The CAP senior members were very involved, and the operation could not have happened without their assistance," she said. "And the cadets were amazing! Despite the work, which was both physically and men-



Colorado Wing mission staff members upload photos at Centennial Airport in Englewood. Photo by Lt. Col. Mike Daniels, Colorado Wing

his share to "help muck out basements and rip out dry-wall," he said.

As a member of the Loveland Utility Commission, he also participated in a community meeting addressing long-term recovery. "In Larimer County, we had 2,100 flood victims seeking assistance, meaning this disaster



*-assessment photos into the hands of our government officials
Colorado Wing emergency services training officer*

had a seven-times-greater impact than the wildfires we experienced a year ago,” Packer said.

Commitment

CAP’s volunteer hours providing air support for the flood response mission totaled 2,763 by 94 senior members and cadets. More than 1,100 additional hours were logged in at the relief center by 117 senior members and cadets, who directly assisted more than 700 families.

“The Saturday before the rain started, I attended a state search and rescue meeting at Rocky Mountain National Park, just west of Estes Park,” McDonald said. “Because Estes Park was hosting the annual Scottish Highland Games that day, it was suggested to us that we take a back way to avoid the crowds and traffic in Estes Park, so I took a wonderful 2½-hour drive through the mountain backcountry of Boulder and Larimer counties, areas which ended up taking the brunt of the flooding that later occurred.

“Many of the roads I drove on are now closed and some completely gone. The same can be said of the houses I saw in the canyons. The comparison between my drive and the resulting chaos just a few days later was a terrible contrast.”

O’Connor, who lives in the flood area, was spared damage to his home, which he and his wife opened up to those less fortunate.

Likewise, Pehkonen’s vacation home in the area suffered no damage, but the roads providing access to it are basically gone, along with his anticipated rental income for the property.

“As CAP members, we are there to do a job,” he said. “But that being said, it is heartbreaking to see the destruction from the windows of our plane. After all, we are also members of these communities.” ▲

Lt. Col. Mike Daniels, Colorado Wing director of public affairs, contributed to this article.

Civil Air Patrol's rich history of service to America is a legacy that is near and dear to every member's heart. We all know and appreciate the sacrifices, commitment and love of country that motivated our founding members to serve during World War II. Those same character traits burn inside every member today, as we build upon that legacy every time we serve the needs of our communities as highly skilled, unpaid professionals.

Our service to country — whether working an emergency or natural disaster, laying wreaths in veterans cemeteries, inspiring leadership skills in youth or looking for lost individuals — is often featured in our award-winning magazine, *Civil Air Patrol Volunteer*. But those stories — approximately 60 per year — capture only the tip of the iceberg in communicating to the American public who we are and what we do.

Are we America's best-kept secret and, if so, why? Each and every day, squadrons, groups, wings and regions are actively involved in newsworthy activities. Truly, everything you do as a volunteer is of interest to a target audience, often at the local level but sometimes at the state, regional and national levels. Still, CAP members are so accustomed to providing service without fanfare that aggressively working to tell our stories from the very beginning and throughout the performance of our missions isn't usually what we have done in the past.

Over the years, CAP has become increasingly sophisticated in the way we do business. From the top down, our equipment, training and technology are second to none. We're proud of our accomplishments, so we need to tell everyone about them. We must all raise the bar in planning and implementing our public awareness programs. This will help ensure our organization's continued success in the future.

I recently began a blog available at www.capmembers.com to help lead the charge in staying focused on all the things that are important to CAP. We should never miss an opportunity to tell our stories. I've seen a lot of progress in achieving this goal in the past several months. Together, I am certain we will achieve 100 percent public awareness of our accomplishments in the New Year!



Semper vigilans!

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

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



Why did *The Washington Post* and ‘PBS NewsHour’ interview a CAP first lieutenant?

By Lt. Col. Steven Solomon

Civil Air Patrol includes close to 1,500 units when all the flights, squadrons, groups, wings and regions are added up, and each one of them has a commander. So why would *The Washington Post* and “PBS NewsHour” interview a first lieutenant who had been a squadron commander for only a few months?

It’s simple. Kevin T. Geiss, commander of the National Capital Wing’s 93-member Mount Vernon Composite Squadron, is also a deputy assistant secretary of the U.S. Air Force in Washington, D.C., and he recently received a management excellence medal for his energy-saving ideas from the Partnership for Public Service.

“For the Air Force, energy enables everything we do. There is no mission that doesn’t require energy,” Geiss said after being named one of the recipients

“I find time for the things that are important in life.”
— 1st Lt. Kevin T. Geiss, Mount Vernon Composite Squadron commander

“I stayed with CAP because I found a place where I could serve my community.” — Kevin T. Geiss, also a deputy assistant secretary of the U.S. Air Force



Kevin T. Geiss is deputy assistant secretary of the U.S. Air Force for Energy, Office of the Assistant Secretary of the Air Force for Installations, Environment and Logistics, Washington, D.C. Photo courtesy of Sam Kittner/Kittner.com



Cadet Master Sgt. Benjamin Geiss is joined by his dad during this year's Model Aircraft and Remote Control Flight Academy in Dublin, Calif. Photo by Lt. Col. Randy Carlson, California Wing

of the 12th annual Samuel J. Heyman Service to America Medal, also known as “Sammies.”

The largest single consumer of energy in the federal government is the Air Force, which spent more than \$9 billion, or more than 8 percent of its budget, on fuel and electricity last year. Geiss was honored for championing the safe use of alternative fuels and for promoting ideas that reduced Air Force fuel and energy consumption, saving more than \$1 billion in 2012.

“In my office we’re always trying to find ways to help the Air Force get better, specifically in energy consumption and efficiency,” he said.

Under Geiss’ leadership, the Air

Force has been recognized as the Pentagon’s top green energy user, purchasing 5.5 percent of its total energy usage from renewable sources.

Using Geiss’ initiatives, the Air Force exceeded its goal of lowering fuel consumption by 10 percent by 2015, achieving a 12 percent reduction in 2012 compared to 2006. His efforts also led to lowered energy consumption at Air Force facilities in 2012, avoiding \$300 million in utility costs compared to 2003.

“No single individual has had more influence and impact in improving the Air Force’s energy posture than Kevin Geiss,” said Kathleen Ferguson, the Air Force’s acting assistant secretary for Installa-

tions, Environment and Logistics, in an article on Geiss on the Partnership for Public Service’s website. “He has helped make the Air Force more energy-secure and energy-independent and better able to deal with the constantly rising price of fuel.”

Geiss, 46, served in the U.S. Marine Corps Reserves for eight years and has earned bachelor’s and master’s degrees in chemistry and a doctorate in zoology. The Sammie isn’t his first medal: He also has received five superior, meritorious and exemplary civilian service awards.

He previously worked at the White House Office of Science and Technology Policy, overseeing the

Department of Defense's \$13 billion science and technology portfolio. He then moved to the Army, where he focused on energy conservation before returning to the Air Force in 2010.

Geiss was named the National Capital Wing's Public Affairs Officer of the Year in 2012. He worked as a CAP liaison during Hurricane Sandy in the District of Columbia Homeland Security and Emergency Management Agency and for the 2013 Presidential Inauguration. He has participated in six CAP homeland security missions supporting air defense exercises in the National Capital Region.

"One thing I like about CAP is we are mission-oriented," Geiss said. "That relates well to my day job. There is a purpose for everything we do in CAP, whether in a search and rescue exercise or a cadet promotion board. I started with CAP because my son became a cadet, but I stayed with CAP because I found a place where I could serve my community."

But how does he find the time for the Air Force, CAP and his family?

"I find time for the things that are important in life," he said. "Lots of nights and weekends are spent doing squadron business, emails, eServices tasks.

"Last year I took at least as many vacation days for CAP as I did for family events," he added. ▲



First Lt. Kevin T. Geiss, center, smiles for the camera along with 2nd Lt. Mark Patrick, left, and Lt. Col. Tom McGrath during a Hurricane Sandy imaging mission in 2012. Photo by 2nd Lt. Mark Patrick, National Capital Wing



Geiss, seventh from left, was one of nine recipients of the 2013 Sammies presented to public servants whose achievements improved the lives of countless Americans and others around the world.

Photo courtesy of Sam Kittner/Kittner.com

>> For more information on 1st Lt. Kevin T. Geiss and the Samuel J. Heyman Service to America Medal he received, see these media clips online:

'PBS NewsHour':

http://www.pbs.org/newshour/bb/government_programs/july-dec13/service_10-04.html

The Washington Post:

http://articles.washingtonpost.com/2013-06-19/local/40070567_1_energy-touches-energy-costs-heyman-service

UAS Exercises Earn CAP

By Jennifer S. Kornegay



A

recent U.S. Department of Defense test of unmanned aircraft systems put Civil Air Patrol's resources and its members to the test, and everyone passed with flying colors.

CAP's role in the live-fly joint test event was to escort unmanned aircraft. Eight CAP members — five from the North Carolina Wing, two from the South Carolina Wing and one from the Colorado Wing — joined the Army "C" Company Detachment 2nd Battalion 82nd Aviation Regiment out of Fort Bragg, the Marine Unmanned Aerial Vehicle Squadron 2 (VMU-2) and the UAS-AI JT team at Marine Corps Air Station Cherry Point Base, N.C., to practice and then execute the mission. It required CAP planes to link up with and then escort the UAS RQ-7 Shadow in the air. FAA regulation mandates that UASes involved in training missions in the U.S. be followed and observed.

"After the original idea of using helicopters was abandoned, the commander of 1st Air Force thought it would be good to get CAP involved," said Maj. Chris Bailey, the North Carolina Wing's director of emergency services. "So they did that in Colorado, and it worked great. We were then asked by the UAS-AI JT to do it here in North Carolina."

"CAP had never done anything like this, so it was very much a 'Here it is. Let's make it work' situation. It took lots of planning," he said.

Bailey received assistance from 1st Lt. Rob Pehkonen,

the Colorado Wing's emergency services training officer, who had worked on the earlier mission. He traveled to North Carolina to share his expertise and ended up joining the mission team.

The team worked through various rendezvous procedures to figure out how to link up with the UAS in the air.

"The Shadow is launched from a catapult, but we have to use a runway, so we had to learn how it maneuvered and climbed and descended to find it in the air and then escort it," Bailey said. "We only had a short, few-second window, so everything had to be precise."

On the last day of practice, the team was thrown a curveball. "We found out we had an Army Black Hawk helicopter involved," Bailey said. "We had to practice a hand-off, which meant linking up with the helicopter that was following the Shadow and then having the helicopter maneuver out of the way so we could take control of escorting the Shadow from that point on."

About a week later, the real mission put the long hours of practice to good use. "We tested the unmanned aerial crews' contingency plans for things like lost communications, lost link, etc.," Bailey said, "and this was being tested to make sure that UASes are safe to fly in FAA airspace."

The team was required to complete eight sorties, including two simulated approaches for the test. "It all went off without a hitch," he said.

Credibility



The Marine Unmanned Aerial Vehicle Squadron 2 mission required teamwork by more than 100 people representing six agencies. Photos by Senior Member Noah Hoffer, North Carolina Wing

Constant, effective communication played a vital role, stressed Bailey: “There is no way we could have been successful without it.”

Pehkonen also cited communication as the key to the mission. “It took a very high level of communication and teamwork,” he said. “There were well over 100 people from many different groups working together — the CAP wings, CAP-USAF, the FAA, the Marines, the U.S. Army and the Department of Defense. We only had a few weeks to put the whole mission together; without being able to communicate effectively and quickly and to adapt to last-minute changes, we simply could not have done this.”

Bailey described the Marines as “unbelievably impressed,” adding that “CAP earned a lot of credibility with not only the Marines but all parties involved in the test.”

“It will happen again, because now we have had two exercises that were both outstandingly successful, not based on our assessment but the assessment of those that



The Multi Function Display in the CAP Cessna 182 shows traffic inside the restricted area.

ran the missions,” said Maj. William O’Connor, incident commander for the Colorado mission. “The outcomes were met and exceeded without any incident.”

When more missions do materialize, CAP will be ready. The CAP-USAF liaison has requested a standard operating procedure for future Shadow escort missions, Bailey said, and “we’re currently in the process of writing it.”

The CAP members involved were thrilled with their execution.

“The mission was a complete success and was accomplished in less time than anyone had predicted (including myself),” said Marine Corps Maj. Erik Siegel, onsite representative for U.S. Northern Command and test

chief during the North Carolina mission. “The professionalism of CAP led to a reliable hand-off of the observer’s responsibilities. The CAP members briefed every morning and flew precisely what was briefed.

“We are confident that when, not if, CAP is called upon to chase unmanned aircraft in the National Airspace System, CAP will again meet the mission objectives,” he said. ▲

CAP’s air operations team for the North Carolina Shadow mission included, front row, from left, Maj. Chris Bailey, Capt. Rheta Perkins and Maj. Steve Askew; back row, Lt. Cols. Dion Viventi, Bill Shook and Wallace Courtney and 1st Lt. Rob Pehkonen.



The UH-60M Black Hawk and a CAP Cessna 182 prepare for departure. CAP aircraft rendezvoused with the helicopter that followed the Shadow prior to taking control of escorting the UAS.



*Real-world missions critical
to America's defense*

Falcon Virgo



By Markeshia Ricks

Navigating above tough terrain and flying the dark night skies in some of the most restricted airspace in the country are all part of a day's work for some of Civil Air Patrol's top pilots — those who fly one of the organization's most challenging and necessary missions to test the nation's airspace security.

In coordination with agencies such as the Federal Aviation Administration, the National Capital Region Coordination Center, the Joint Air Defense Operations Center (JADOC) and the U.S. Coast Guard, CAP pilots have participated in a series of ongoing training flights known as Falcon Virgo for more than a decade. Their work is part of a real-world mission that's crucial to the defense of the nation's airspace.

John Desmarais, Civil Air Patrol's director of operations, said CAP volunteers provide valuable training for

military members headed to the capital region and, in the process, boost their skills.

"It's a combination of practice, not only for Department of Defense members but also for Civil Air Patrol members," Desmarais said. "CAP members get additional exposure that opens up other doors for them into a lot of other missions."

Falcon Virgo flights are designed to fine-tune the North American Aerospace Defense Command's intercept and identification operations while testing the National Capital Region's Visual Warning System and certifying newly assigned command and control personnel at JADOC, according to a press release from NORAD Public Affairs.

The exercises, designed specifically to ensure NORAD's rapid response capabilities, have been conducted in the U.S. and Canada since the terrorist attacks of Sept. 11, 2001.

“It’s a challenging mission that is very important wherever it is taking place in the country. It is one that is provided by the Civil Air Patrol at a tremendous value for the American taxpayer.” — Col. Bruce B. Heinlein, National Capital Wing commander



In this daytime homeland security mission, a border patrol helicopter with the Department of Homeland Security flies near the wing of a CAP Cessna. Photo by Col. Jane Davies, National Capital Wing

Tightrope Mission

Falcon Virgo exercises are flown with an eye toward protecting high-value targets in the National Capital Region. The exercises are flown frequently in the Washington, D.C., metropolitan area to ensure everyone is on their toes, said Col. Bruce B. Heinlein, commander of Civil Air Patrol’s National Capital Wing.

“Two of the planned attacks [of Sept. 11] were aimed toward this area, so we have these exercises very frequently,” Heinlein said. “It’s a monthly occurrence for us, sometimes more than a monthly occurrence, and it takes place in the most restricted airspace in the country.”

Not only do CAP pilots flying the Falcon Virgo exercises have two different Class B airspaces to contend with, he said, but they also must be mindful of the flight restricted zone that prohibits almost all flight operations except military, law enforcement and emergency-related operations in Washington. And if navigating all the restrictions weren’t enough, CAP pilots must perform the bulk of their flying in the middle of the night.

“It is some great and challenging flying for us, but it is all necessary to maintain the skills needed for the defense of the National Capital Region,” Heinlein said. “It keeps you on your toes at all times. You make your gates and you make them on time.

“All of our routes take us near that restricted area and that is a big challenge, along with working with fighter interceptors, Coast Guard helicopters and ground base defenses.”

All those factors, Heinlein said, “make for a challenging night.”

Not Practice

Civil Air Patrol pilots in the Southwest Region might not fly Falcon Virgo exercises as frequently as their counterparts in the National Capital Wing, but they still have to stay mission-ready for a big job of their own — training members of the Army National Guard headed to the D.C. area.

Every 10 months, pilots from the Arizona, Arkansas, New Mexico, Oklahoma and Texas wings gather at El Paso International Airport for at least 10 days to help train members of the Army National Guard. They

operate 24 hours a day, flying in the pitch-black night over the mountain ranges of Texas. Last year, 14 aircrews from those five wings flew their CAP planes about 419 hours in 10 days, and they loved every minute of it, said Col. Frank Buethe, Southwest Region commander.

“Everybody that participates enjoys doing it because they’re doing something that is important,” Buethe said. “They’re training our National Guard counterparts in some real-world training that they need to get done.”

From the time the CAP members all meet on the exercise’s first day and it kicks off at 12:01 the next morning, pilots and aircrews rotate through the exercise with little more than the mandated 12 hours of crew rest until every National Guard member who needs it is trained.

But as demanding as the schedule is, Buethe said, most of the pilots who fly the mission come back every 10 months without fail to do it again.

“It’s what we like to call a real-world mission as opposed to just exercises that you have in the wings,” he said. “This is not practice.”

A Great Value

Buethe estimated CAP pilots probably perform about 70 percent of the training flights for the Army National Guard, making that facet of the exercise much more cost-effective than if military planes were used as targets.

The CAP pilots, he added, are “doing something they’re really proud of, and the flying is such that they get good at what they’re doing so personally they improve their flying skills, which is always good.”

“The combination of the high-tempo flying and the fact they they’re really doing something worthwhile for the National Guard ... encourages them to do it from year to year,” Buethe said.

Heinlein said the CAP participants in Falcon Virgo know what they’re doing contributes to the defense of the nation’s capital.

“It’s a challenging mission that is very important wherever it is taking place in the country,” he said. “It is one that is provided by the Civil Air Patrol at a tremendous value for the American taxpayer.” ▲

Falcon Virgo exercises are flown frequently in the most restricted airspace in America to ensure the North American Aerospace Defense Command’s rapid response. Photo by Maj.

Brenda Reed, Maryland Wing



Many of our members went through a very difficult time during the recent government shutdown. It's a truism that when things are going our way in life, maintaining a positive outlook is easy, but very difficult times allow one's true character to shine through. The character displayed by Civil Air Patrol members throughout the government shutdown was awe-inspiring — a true testament to the fortitude, tenacity and professionalism that are CAP.

Having been employed at CAP National Headquarters for nearly three decades, I also experienced the 1995 government shutdown — a 21-day congressional standoff that's the longest in the nation's history. This year's shutdown, which lasted 16 days, rivaled the length of four others lasting between 10 and 18 days. The total number of government shutdowns in American history stands at 17.

During the two government shutdowns I have experienced at Civil Air Patrol, our members did what they do best — carry on in the face of adversity, ever vigilant in serving the nation's needs. This time we continued to provide critical emergency services and disaster response missions, including aerial photos in South Dakota documenting livestock killed in a horrific blizzard, the emotional rescue of an Idaho family found thanks to CAP's cell phone forensics expertise, and critical ground team support provided in the search for a missing aircraft in Virginia.

Sounds familiar, right? Every day without fail, CAP's volunteers stand ready to serve, and they do so as a proud force multiplier for the U.S. Air Force.

During the shutdown, it was also business as usual in our 1,500 units across America. With the exception of temporary suspension of training missions, cadet orientation flights and proficiency flying, CAP continued to do the excellent job it does daily, inspiring our youth to excel in academics using aerospace themes and training our nation's next generation of leaders.

Even in the middle of a financial crisis, CAP's cost-effectiveness as an organization of 61,000 unpaid professionals is abundantly clear. Civil Air Patrol's volunteers annually save the federal government \$155 million — and that figure continues to grow.

If you want to be part of a dynamic organization of patriotic citizens who are committed to giving back to their country, then please consider becoming a part of our team. Visit www.gocivilairpatrol.com for more information.



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

New Exhibit at 1st Air Force Headquarters Displays CAP Aircraft



The new permanent display at 1st Air Force Headquarters features an F-15 Eagle, an F-16 Fighting Falcon and a CAP Cessna 172.

Photos courtesy of U.S. Air Force Master

Sgt. Jerry D. Harlan, 1st Air Force

Headquartered at Tyndall Air Force Base, Fla., 1st Air Force — one of four numbered air forces assigned to Headquarters Air Combat Command — has completed a new permanent display on its grounds in Panama City.

The display features three aircraft — an F-15 Eagle, an all-weather tactical fighter; an F-16 Fighting Falcon, a multi-role fighter; and a Civil Air Patrol Cessna 172.

The Cessna was chosen for display because of CAP's significant contributions to the mission of 1st Air Force, said Lt. Gen. William Etter, commander, Continental U.S. North American Aerospace Defense Command Region — 1st Air Force and a member of CAP's Board of Governors.

"Civil Air Patrol is an integral part of 1st Air Force's mission," Etter said. "They fly about 10,000 sorties for us annually, and they provide a capability we otherwise wouldn't have at such a cost-effective level. We would be remiss not to include it."

CAP and the U.S. Air Force maintain a civilian-military relationship based on CAP's status as the service branch's auxiliary when performing Air Force-assigned missions. On average, CAP flies 60-80 percent of the day-to-day sorties of 1st Air Force, which has the sole responsibility for ensuring the aerospace control and air defense of the continental

By Mitzi Palmer

The plaque in front of the Cessna 172 reads:

The Air Force auxiliary, better known as the Civil Air Patrol, is an officially chartered organization in United States Code to support the Air Force and any federal department or agency in a noncombatant role through the secretary of the Air Force. The secretary of the Air Force further delegated the approval for Air Force auxiliary missions to the commanders of the First (CONUS), Eleventh (Alaska) and the Thirteenth (Hawaii) Air Forces. CAP assets perform the following missions: homeland security, search and rescue/disaster relief, support to law enforcement, counter drug, combat training support, range and airspace surveys, orientation flights, light airlift, public affairs support, communications and chaplain assistance. CAP resources are divided into eight operational regions with over 550 aircraft, 900 vehicles and 60K personnel under their control.

As the official auxiliary of the USAF, CAP members and aircraft support the mission of the 1st Air Force daily.



U.S., U.S. Virgin Islands and Puerto Rico. First Air Force is also the designated air component for U.S. Northern Command — the senior agency in the U.S. Theater Air Control System.

The CAP Cessna 172 stands next to the F-15 and F-16, which will eventually be repainted to depict aircraft that were part of the main response after the Sept. 11 terrorist attacks.

“Civil Air Patrol is delighted to have this place of honor among our 1st Air Force brethren,” said CAP’s National Commander Maj. Gen. Chuck Carr. “Our thanks to Gen. Etter and his predecessor, Lt. Gen. Sid Clarke, for recognizing CAP’s valuable contributions to the Air Force and to America.”

As noted on the display’s plaques, the F-15 and F-16 have been key components of the combat forces committed to the Global War on Terrorism since 2001 — flying thousands of sorties in support of operations Noble Eagle (Homeland Defense), Enduring Freedom in Afghanistan and Iraqi Freedom. After 9/11 Civil Air Patrol provided some of the airborne images of ground zero to first responders.

The 172 displayed at 1st Air Force was donated by CAP. The two fighters are on loan from the National Museum of the U.S. Air Force at Wright-Patterson AFB, Ohio.

“Civil Air Patrol is deeply honored to be represented in 1st Air Force’s permanent display of aircraft vital to the nation’s well-being,” said Don Rowland, CAP’s chief operating officer. “The CAP Cessna 172 included in the display serves as a reminder of our members’ 66-year role as the auxiliary of the Air Force, providing not only support for its missions whenever tasked, but also serving as a force multiplier day after day, month after month, year after year.” ▲

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Photo illustration © Bigstockphoto.com

CAP Photos Document Livestock Devastation

By Maj. Todd Epp

Arare autumn blizzard blowing heavy snow with near-hurricane-strength winds shut down much of the western third of South Dakota, but not Civil Air Patrol. Nineteen members of CAP's South Dakota Wing put aside personal hardship, dug themselves out and immediately went to work — first to conduct aerial searches for elk hunters, then to provide airborne photography to help count the staggering loss of livestock wrought by the early season storm.

Dubbed winter storm Atlas, the weekend blizzard came quickly and piled snowdrifts of up to 10–15 feet in the Black Hills region and the surrounding plains. Coupled with a federal government shutdown that had closed U.S. Department of Agriculture offices, the wintry weather caught many ranchers off guard and created a perfect storm of sorts for South Dakota's multibillion-dollar livestock industry. The USDA and the state of South Dakota estimate producer losses in the millions of dollars, with some producers being put out of business.

The storm was especially deadly for cattle, because the animals hadn't yet grown their thick winter coats and were still grazing in summer pastures rather than more protected winter pastures. The ground wasn't frozen, either, so cattle that sought protection in low-lying ravines, creeks, rivers, roads and rights-of-way became stuck in mud. Rain soaked the animals, and wind gusts of up to 70 mph and heavy snow froze them.

The wing flew for the state, and later Pennington and Meade counties, over state highways and rights-of-way and Interstate 90 to note the location of stranded or dead livestock. Two large western county emergency managers also requested fly-overs of county roads, rights-of-way and waterways.

With so much real estate to cover, the aircrews ended up flying some of the longest sorties in the wing's history — even longer than the Missouri River flooding missions in 2011, during which crews often flew over half the

river documenting losses.

The clusters of dead livestock “kept going,” said Capt. David Small, Lookout Mountain Composite Squadron commander, who helped provide aerial images of the carnage.

Wing Commander Col. John Seten, mission pilot and incident commander, flew out of Sioux Falls to Pierre, then west to fly some of the sorties. The experienced first

responder (he's also a professional firefighter) was shocked by what he saw.

“Seeing so many dead cattle piled up in a creek that you could not even possibly count was unbelievable to me,” Seten said.

From the more than 400 geotagged photographs taken by CAP, South

Dakota officials were able to estimate 15,000 to 30,000 livestock died — a projected \$1.5 billion blow to a state economy driven by agriculture. An unknown number of wildlife died as well.

Thankfully, there was no direct loss of human life from winter storm Atlas.

Seten said wing members provided a great service to their state in the aftermath of Atlas, stepping up and professionally handling their mission with “a high degree of excellence.”

“We delivered the product that our customers desired, and they were appreciative of it,” Seten said. “Our pilots, photographers, public information officers and command staff did a great job, and I am extremely proud of them.”

Extra Obstacles to Overcome

Performing the mission was especially challenging for some members. Lt. Col. Rodney “Buck” DeWeese of the Spearfish-based Lookout Mountain squadron had to use his own skid loader to clear out the tarmac in front of CAP's hangar at Black Hills Airport-Clyde Ice Field to get to the wing's Cessna 182.

Maj. Craig Goodrich, a mission pilot and commander



With so much real estate to cover, the South Dakota aircrews ended up flying some of the longest sorties in wing history.



Opposite page: An overhead shot shows a farmstead in western South Dakota a week after winter storm Atlas. Photo by Capt. David Small, South Dakota Wing

Top: Lt. Col. Rodney "Buck" DeWeese, center, confers with Capt. Gary Dettman, left, and Lt. Col. William Hopewell while planning a flight to photograph livestock losses in the Black Hills region of South Dakota. Photo by Capt. David Small, South Dakota Wing

Bottom left: Airborne photographer Capt. David Small prepares his camera for the long sorties his wing was set to fly for the state of South Dakota and Meade and Pennington counties.

Photo by Lt. Col. Gary Hewett, South Dakota Wing

Bottom right: Mission pilot Lt. Col. Gary Hewett conducts preflight inspections and preparations for one of the wing's livestock flights. Photo by Capt. David Small, South Dakota Wing



of Rushmore Composite Squadron in Rapid City, made one of the flights on the first day, just hours after returning to South Dakota from his job as pilot of a major cargo carrier and finding several ponderosa pine trees lying on his house. That meant leaving his home, which was ultimately without electricity for 10 days.

Capt. David Small received the call-up notice 20 minutes after arriving home from a 10-day business trip. “We were without power for 40 hours and were running on generators. We had a little over 3 feet of snow, plus drifts. No one could get out of our house until Monday morning,” he said.

Once on the mission, Small spent 50 to 60 hours over the next five days taking aerial photos, then processing the geotagged images.

All told, the South Dakota Wing used five of its six aircraft, with members contributing 250 volunteer hours as aircrew and mission base staff.

Of the 23 sorties, some stand out: On one of the last “cleanup” sorties, Lt. Neil Schmid, a mission pilot from Sioux Falls Composite Squadron, and his crew saw some dead cattle and storm-damaged buildings in Sturgis, home of the famous motorcycle rally.

But he also saw hope.



But he also saw hope.

“We saw thousands of cattle happily grazing and apparently in good shape,” Schmid said.

During another flight, Small took a dramatic photograph of nearly snowless Bear Butte, an isolated outcropping in the northern Black Hills with religious and cultural significance to the region’s Native Americans.

The photo suggests the snow comes and goes, but South Dakotans — and the South Dakota Wing — always persevere through it all, even over a strong winter storm named Atlas.

The day after the blizzard, the state called on CAP aircrews to look for stranded elk hunters in the Black

Hills, where officials had received reports of missing hunters. Fortunately, all were eventually accounted for. ▲

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Bear Butte thrusts out of the surrounding prairie at sunrise several days into the South Dakota Wing’s livestock mission following winter storm Atlas. The mountain is important to Native Americans and, in this instance, signifies the perseverance of South Dakotans and the South Dakota Wing in overcoming the worst nature could throw at the state. Photo by Capt. David Small, South

Dakota Wing

Below the

RADAR

At 98, former Civil Air Patrol pilot George Mitchell's life is anything but ordinary

By Paul F. South

George Mitchell's story — at least at first blush — is like that of most of his fellow Americans. His face won't grace the pages of *People* or the front of *The New York Times*. In aviation parlance, his 98 years have flown by under the radar, much of it out of public view.

But talk to Mitchell — one of that initial group of fliers who helped launch Civil Air Patrol in the dark days after Pearl Harbor — and it becomes clear that his is no ordinary life, even today.

As he nears a century of life, he still successfully motors through Los Angeles freeway traffic. He's an elder at his church in Beverly Hills, and he pursues an active retirement that began after more than 30 years as an American Airlines pilot.

Based in Southern California for much of his career, he had brushes with more than a few of the giants of the silver screen. "I flew Elizabeth Taylor on one of her honeymoons," Mitchell said. "And Milton Berle flew with me several times."

Years before the glamorous days of Liz and Uncle Miltie, Mitchell's flights for Civil Air Patrol during World War II were more grit than glitz. While many CAP pilots patrolled the Atlantic Coast on the hunt for prowling Nazi submarines, Mitchell hauled industrial parts and material to factories in the Midwest, helping American industry make the transition to a war economy.

Flying out of Pittsburgh-Butler Airport north of the Steel City, Mitchell was one of 400 volunteers who had signed on to help on the home front. The year was 1942, a few months after Civil Air Patrol's birth the preceding December.

"When they first started to talk about (CAP), no one knew what it was going to amount to," Mitchell said. "They were just getting started up and trying to help the war effort all they could."

"They needed more people to go into the pilot deal, and they used people who had the time and experience as pilots to help in whatever way they could in the war effort."

Mitchell had been flying since 1938. But a strange bureaucratic snafu nearly grounded him.

"When I got my pilot's license, it was the CAA (Civil Aeronautics Administration) then, not the FAA. I took my flight check and passed it. We had to be approved by the CAA and the FAA," Mitchell said. "When I went in with my papers, the man at the desk kept looking at the documents, then looking at me."

Finally, Mitchell said, "There's something you want to tell me, but you don't know how."

"You're right," the man behind the desk said. "Your instructor doesn't have a license."

The instructor, who hauled passengers in a biplane near the shores of Lake Erie, would sometimes take passengers on aerobatic flights. He had a dangerous and dubious distinction.

"He took one of his passengers up for an aerobatic flight, forgot to buckle his seat belt and dumped him in Lake Erie," Mitchell recalled. "So they took his license away, but nobody stopped him from instructing or flying. That's how loose things were at that time."

He stressed, "He wasn't part of Civil Air Patrol; he was my instructor."

Mitchell's CAP flights mostly centered on getting mechanical parts to factories — nuts-and-bolts missions, almost literally.

"That was where we could be most helpful early," Mitchell said. "Pittsburgh, of course, was a big steel town, so they could get parts they needed quickly. There were a number of missions like that."

While such missions may not have commanded the high profile of the coastal patrol flights, they weren't without danger. Mitchell piloted an Aeronca Chief that was often overloaded with material.

"It was a good little private plane, but we had to carry somewhere between 450 and 500 pounds. That was a big load for that little airplane."

Later, CAP fliers stateside played a role in the war's public relations facet, demonstrating how pilots could drop parachuted supplies into a combat area.

"We were part of the public relations effort, showing how we could help in the war," Mitchell said.

Along with his Civil Air Patrol duties, he served as a metallurgist for U.S. Steel, developing new material for building tanks, ships and planes. Doing shift work, the three-person metallurgy department worked 24/7 for the steel-making giant. Again, Mitchell's toil passed under the radar.

"We filled orders for various objectives, and the metallurgy department would decide the chemical makeup of the steel," Mitchell said.

"There was not a scrap of steel that was unused."

While U.S. Steel wouldn't release Mitchell so he could accept a commission as a combat pilot, he's



George Mitchell poses in his American Airlines uniform. He worked for the company more than 30 years after joining CAP during the early days of World War II.



Mitchell, left, a World War II-era CAP pilot, pauses before a morning jog with a friend from American Airlines, Jock Bethune.

proud of his service. And then, as now, CAP pilots flew search and rescue missions on the home front.

They also conducted ground schools in navigation, meteorology, flight rules and other aviation-related skills.

In 1944, before the war's end, Mitchell became a pilot for American, in partnership with the Army Air Corps' Air Transport Command. It was the start of a 32-year career with the airline.

"I think my Civil Air Patrol experience helped me, especially running the ground schools. It helped make us better qualified," he said.

While flying with American from Southern California, Mitchell recalled an unexpected flight attendant — Berle, the great comic.

"It was much more relaxed back then," Mitchell recalled. "He got on the microphone and started doing his act. One of the passengers said he was disturbing her. Berle said, 'Lady, you're getting this act for free; you'd have to pay for it anywhere else.'"

Mitchell and his comrades from the World War II era are on track to get their long-deserved recognition in 2014 in the form of a Congressional Gold Medal recognizing CAP's wartime contributions.

"I will do anything to help the organization, because

even today, it keeps young people interested in flying," he said. "I don't know what percentage of CAP cadets goes into the military, but it's quite a number."

After retiring from the airline, Mitchell kept his private pilot's license until a stroke grounded him last year. He's on the road to recovery, and he wants to be reinstated so that he can fly when he's 100.

"I'm grounded for another year at least, but I hope to be flying when I'm 100. An instructor friend — Howard Israel, who has flown an executive aircraft from Tokyo to New York nonstop — has promised me that he would fly with me when I'm 100."

Mitchell's philosophy is simple.

"The one thing I've told people is that all the things you worry about as a rule don't happen. I'm not a member of Alcoholics Anonymous, but I do like their slogan: 'God give me the serenity to accept the things I cannot change, the courage to change the things that I can, and the wisdom to know the difference.'"

"That tells it all pretty well."

A Civil Air Patrol member, Capt. Mike Murphy has spoken with Mitchell only twice. But the former airline pilot left a lasting mark. Murphy, who earned the Gen. Carl A. Spaatz Award — CAP's highest cadet achievement — as a Florida Wing member in 1970, is currently in the Washington Wing and for 14 years has run an email distribution list for aerospace items.

"George is a guy who was not doing the glamorous job," Murphy said. "He was doing what needed to be done."

"I get a real sense that he stays true to what's important, doing the right thing. That's part of CAP's core values. During World War II, there were a lot of people like George who could not be in active military service for one reason or another. They believed in this country, and wanted to do what they could to help the effort."

The bottom line commitment is simple — helping others.

"That's what made our country great — people like George who put service above self," Murphy said. "What he did was below the radar, but his dedication to doing the job made all the difference." ▲

The Write Stuff

Colorado Cadet Pens Adventures

By Kimberly L. Wright

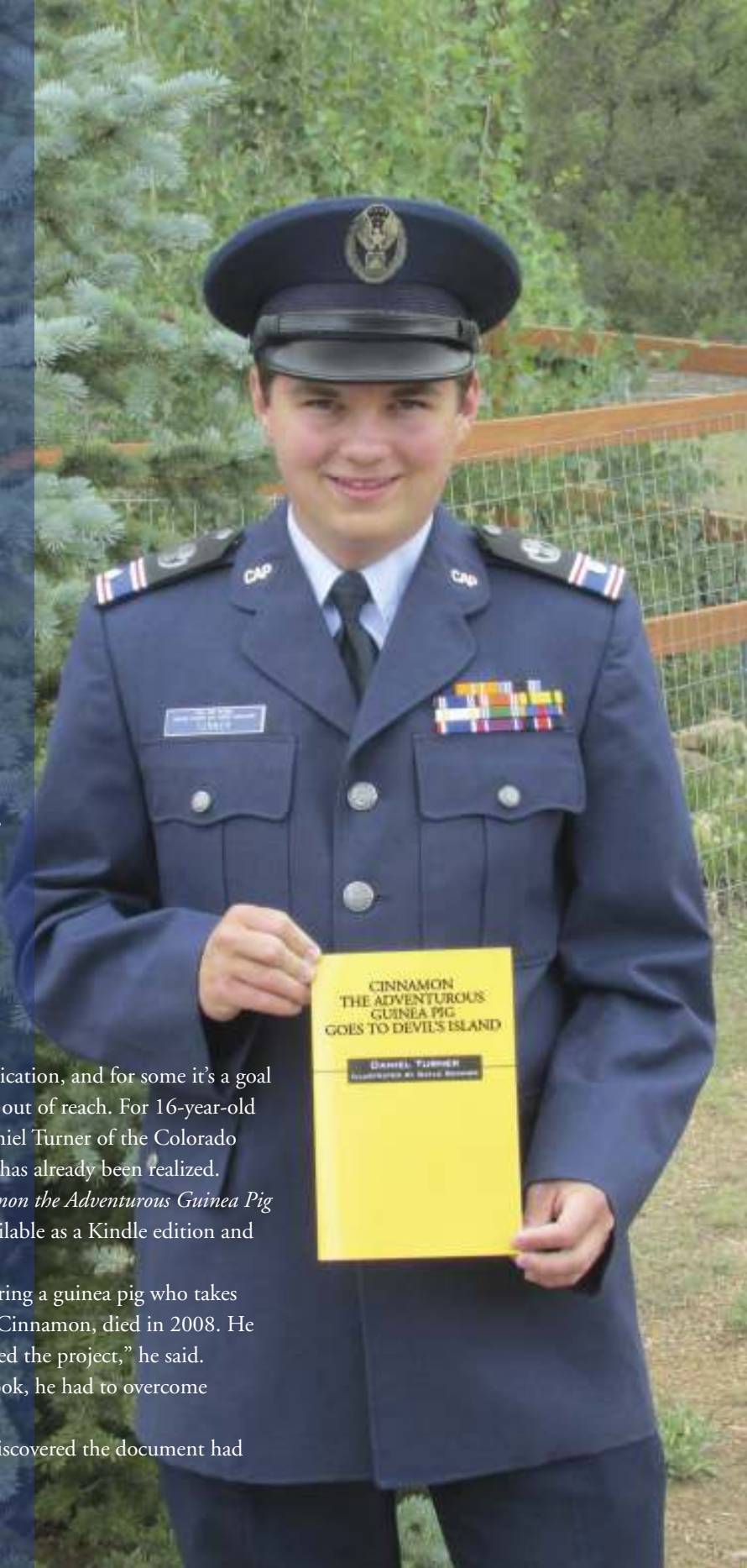
Many writers dream of publication, and for some it's a goal that remains tantalizingly out of reach. For 16-year-old author Cadet 2nd Lt. Daniel Turner of the Colorado Wing, however, that goal has already been realized.

Turner published his first book, *Cinnamon the Adventurous Guinea Pig Goes to Devil's Island*, a children's book available as a Kindle edition and as a paperback from Outskirts Press.

His inspiration to write the book, featuring a guinea pig who takes on a pirate, came after his pet guinea pig, Cinnamon, died in 2008. He finished the book in 2009 and then "shelved the project," he said.

When Turner decided to publish the book, he had to overcome technical difficulties.

"Once I decided I would publish it, I discovered the document had



mysteriously disappeared out of the computer, so I had to start all over again!" he said. "I ended up rewriting it three times to get it how it is now."

His publication has garnered rave reviews from readers at Amazon.com.

Donna Grissom liked the book's positivity: "I learned new things and saw how determination, calm and ingenuity can prevail. I loved the open, positive attitudes of the characters, as well as the caring and generosity the author show(s) us. And, I can't wait for the next adventure!"

A Civil Air Patrol member for four years, Turner is deputy cadet commander and cadet aerospace officer of Fremont Starfire Cadet Squadron. He found out about CAP from his piano teacher. When he attended his first meeting, he was immediately impressed by Cadet Capt. Jack Nordell. "To prove my point, he is now at the Air Force Academy," the young author said.

Turner credits CAP for providing him with experiences that help him as a writer.

"Being the aerospace officer, I write a lot of presentations on that subject. Last year I noticed in the Colorado Wing's magazine, *Peaks & Planes*, there were lots of articles about cadet programs and emergency services but very little about aerospace education," Turner said. That void is now completely filled, thanks to Turner's contributions.

Two senior members in his squadron are authors, he said, and they share their writing experiences.

Turner also loves CAP's cadet activities. "Some of the most exciting things I have done in CAP are encampments," he said. Turner has attended the Colorado Wing's encampment twice, the second time as a public affairs staff member, and he plans to attend a National Flight Academy next summer, where he hopes to solo in a CAP Cessna.

Noting all the responsibilities he has taken on in the unit, Turner's squadron commander, Maj. Bryce Nelson, remarked, "He is organized and sets a good example as a leader

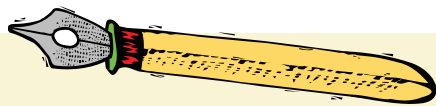
to the other cadets."

"It's a nice surprise," he added, "to learn about his writing and to know he is a published author."

Turner has other literary projects, mostly online, to his credit. An automotive buff, he has written numerous books about cars; one he has been working on for about two years features more than 470 types of sports cars and super cars. He has written a book on aircraft entitled *Lockheed C-130 Hercules*, a short story and several articles for "Chicken Soup for the Soul." He also has edited books in the public domain.

In the future he plans to explore new genres, including young adult fiction and novels. "My dream is to write a novel before I go to college," he said.

The home-schooled son of Sherry and Dannie Turner, Turner's interests also include working on his 1964 Chevrolet Corvair and playing piano. His musical repertoire includes classical, hymn and bluegrass music. ▲



The Works of Daniel Turner

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The Tucker Torpedo

Shelby Cars

CAP NCO Corps

Numbers, Role to Expand through Restructuring

By Dan Bailey



Watching as Air Force Manpower and Reserve Affairs Assistant Secretary Daniel Ginsberg signs the agreement restructuring CAP's NCO corps are, standing, from left, retired Air Force Col. William A. Davidson Jr., a member of CAP's Board of Governors; Air Force Maj. Aletha Cooke; Air Force Lt. Gen. Burton M. Field, deputy chief of staff for operations, plans and requirements at Headquarters U.S. Air Force; Kat Simonton, senior Air Force policy analyst and former deputy to the Air Force Manpower and Reserve Affairs assistant secretary; Maj. Gen. Chuck Carr, CAP national commander; and CAP Chief Master Sgt. Lou Todd.

Photo courtesy of U.S. Air Force Staff Sgt. Carlin Leslie

Civil Air Patrol's noncommissioned officer corps is poised to become a larger and far more significant and dynamic facet of the all-volunteer organization's operations and missions.

Under a plan approved and signed by Air Force Manpower and Reserve Affairs Assistant Secretary Daniel Ginsberg, CAP's NCO program is being restructured to align with the U.S. Air Force's structure for NCOs.

Maj. Gen. Chuck Carr, CAP's national commander, himself a retired Air Force master sergeant, said he looks forward to the NCOs' expanded role in bolstering the organization's capabilities and mission readiness.

"NCOs are the backbone of the military services," Carr said. "They will fulfill just as valuable a role throughout CAP."

Until now, only former active-duty NCOs were allowed to join CAP's NCO corps, and then only at the ranks they held in the military. No upgrade training was available for promotion within the NCO ranks.

Under the restructured program, though, that will change. The newly approved corps structure will mirror the Air Force NCO force structure, with an established process to promote and develop NCOs.

"NCOs are the backbone of the military services. They will fulfill just as valuable a role throughout CAP." — Maj. Gen. Chuck Carr

In addition, NCOs will be eligible for any CAP position, including pilots, at all organizational levels — squadron, group, wing, region or national — except for those reserved for officers, such as unit commander.

For now, eligibility for the NCO corps is limited to those who now hold or have previously held the military grades of E-5 through E-9 — staff sergeant, technical sergeant, master sergeant, senior master sergeant and chief master sergeant — in the Air

Force, Army, Navy, Marine Corps or Coast Guard.

Along with making the organization more appealing to past and present military NCOs, the restructured program is also designed to provide CAP commanders at all levels with greater access to the professional military skills, training and experience that the NCOs can readily provide. CAP members without military backgrounds are also expected to benefit from their NCO colleagues' expertise in military organization, leadership and management. ▲



Noncommissioned Officer Creed

No one is more professional than I. I am a sergeant in the Civil Air Patrol: a leader of people. I am proud of the Civil Air Patrol Sergeants Program and will, at all times, conduct myself so as to bring credit upon it. I will not use my grade or position to attain profit or personal safety.

Competence is my watchword. I will strive to remain proficient. I will always be aware of my role as a sergeant in the Civil Air Patrol. I will fulfill my responsibilities and display professionalism at all times. I will strive to know my people and use their skills to the maximum degree possible. I will always place their needs above my own and will communicate with my supervisor and my people and never leave them uninformed.

I will exert every effort and risk any ridicule to successfully accomplish my assigned duties. I will not look at a person and see any race, creed, color, religion, sex, age or national origin, for I will only see the person; nor will I ever show prejudice or bias. I will lead by example and will resort to disciplinary action only when necessary.

I will carry out the orders of my superiors to the best of my ability and will always obey the decisions of my superiors. I will give all officers my maximum support to ensure mission accomplishments. I will earn their respect, obey their orders and establish a high degree of integrity with them. I will exercise initiative in the absence of orders and will make decisive and accurate decisions. I will not compromise my integrity nor my moral courage. I will not forget that I am a professional, a leader, but above all a sergeant in the Civil Air Patrol.

Seeing **DOUBLE**

Two sets of twins multiply learning, fun at COS

By Kimberly L. Wright



While it isn't that rare for siblings to take part in Civil Air Patrol's

National Cadet Special Activities, seeing two sets of twins at the same activity is a bit more unusual.

This last summer at Cadet Officer School, the Shinabargers and Ginnards, two sets of twins, took part in the intensive, elite leadership school at Maxwell Air Force Base, Ala., advancing their skills to the next level.

Cadet Col. Jeremy Ginnard and Cadet Lt. Col. Shane Ginnard, both from the Michigan Wing, and Cadet Lt. Cols. Noah Shinabarger and Nathan Shinabarger of the

Indiana Wing were assigned to different flights, but some confusion still ensued.

Jeremy was in Flight 1 with Noah; Shane was in Flight 10.

"Flight 1 had cardinal red shirts and Flight 10 had maroon shirts," said Jeremy, who was the COS class president. "They were close enough that most people became confused during PT (physical training) when we wore our flight shirts."

"It was fun having another set of twins to work with," he added. "We talked about what it was like to be twins in CAP. It really helps motivate us to excel. We're able to support and compete with each other."

Cadet Lt. Cols. Noah and Nathan Shinabarger aren't only virtually identical, they're virtually inseparable.

Noah said he takes the inevitable confusion in stride.

"People would come up to me and talk to me about things I was not aware of or things that weren't relevant to me before realizing they were talking to the wrong twin," he said.

The Ginnards joined CAP in 2008. Jeremy credits CAP with giving him and Shane the tools they need to be successful.

"CAP has given my brother and

me a great amount of confidence in leading other people,” he said.

He said he enjoys search and rescue the most; both he and his brother have qualified for a number of roles. “We love working out in the field, training cadets to save lives,” Jeremy said.

Capt. Mark Ginnard, father of the Ginnard twins and also the Michigan Wing’s director of emergency services training, said CAP helped his sons find their calling in life.

“Not long after joining CAP and experiencing a very thin slice of what the military could be, my boys Shane and Jeremy made a decision to join the Air Force and make it a career,” he said. “They have never wavered from that decision and are now contracted cadets in Air Force ROTC, starting their second year of a full four-year scholarship at Detachment 390, University of Michigan.”

Five Ginnard boys are now participating in CAP, including a younger pair of twins.

“My three younger boys joined CAP as soon as they were 12 so that they could come along and join in the fun,” Ginnard said. “We have many years of fun and adventure ahead of us in CAP.”

The Shinabarger brothers, who also joined CAP in 2008, have attended a host of cadet activities, always together, including National Emergency Services Academy, Civic Leadership Academy, Michael King Smith Business Academy and multiple search and rescue exercises. They also have teamed up to teach a wing leadership course for cadets.

Noah said he and his twin have never spent a week apart. COS was going to be their first long separation, as Nathan had been selected and he was not. Shortly before the activity started, though, Noah received an alternate slot.



The five Ginnard boys are all CAP members and include two sets of twins — Cadet Col. Jeremy and Cadet Lt. Col. Shane, and Cadet Senior Airman Kyle and Cadet Staff Sgt. Justin — as well as Cadet Chief Master Sgt. Brendan. Posing for a photo are, from left, front row, Justin and Kyle; and back row, Shane, Brendan and Jeremy.

Serving in CAP with a twin is something Nathan finds helpful. “It’s much like a sounding board that you never feel stupid talking to and therefore can bounce all kinds of ideas off about the cadet program and dwell on the consequences of the ideas to help make the best decision,” he said.

Noah praised CAP for making him a more well-rounded person. “I’ve gained a better grasp of service leadership, the military and how to lead, communicate and train effectively,” he said.

Although the Shinabarger brothers are uncertain about their career paths, Noah said he’s intrigued by the possibility of working at the State Department and is considering college majors with an international emphasis. “Civil Air Patrol gave me the opportunity to talk with some people at the State Department when I went to CLA, which is what piqued my interest.”

Nathan said he’s confident about his future. “CAP is a unique organization that gives cadets the opportunity to lead, to do things wrong and to learn from their mistakes,” he said. “What I have learned from CAP will help me in any walk of life.”

The Shinabargers plan on taking — together, of course — the exam for the Gen. Carl A. Spaatz Award, CAP’s highest cadet achievement.

Nathan noted that the influences of peers, in addition to his twin, have helped him strive to succeed. “Perhaps one of the most rewarding aspects of NCSAs is not the material they teach, but the inspiring peers who drive you on to be a better leader and help you to grow,” he said. “We have made lifelong friends through many of the NCSAs we have attended, because CAP truly has high-caliber cadets attending their activities.” ▲

Stamping Out Hunger

Cadets Help with Nation's Largest One-Day Food Drive

By Mitzi Palmer

For 21 years now, 175,000 letter carriers across the country have collected food donations left at mailboxes and delivered them to food banks and other hunger relief organizations in more than 10,000 communities as part of the annual National Association of Letter Carriers' Union event, also known as the Stamp Out Hunger food drive. It is the nation's largest single-day food drive, having collected more than 1 billion pounds of food since its inception in 1993.

Working for a Cause

In Charlottesville, Va., cadets in the Monticello Composite Squadron were introduced to Stamp Out Hunger

through 1st Lt. Kim Connolly, the squadron's public affairs officer. Connolly also serves as vice president of marketing and communications at United Way-Thomas Jefferson Area, which provides marketing support and volunteers for the annual event.

"I thought it would be a perfect community service opportunity for the cadets," she said, "and so began the squadron's involvement in 2009."

About 20 cadets ages 12-18 and several senior members participate each year, Connolly said. Their main role is unloading the bags and boxes of donated food from postal trucks at the post office loading dock and helping weigh and sort the donations into bins.

Monticello Composite Squadron cadets sorted donated food into bins by category — cans, boxed dry goods and plastics — during the annual Stamp Out Hunger food drive.

Photos courtesy of United Way-Thomas Jefferson Area





The first shift of Monticello Composite Squadron volunteers gathers for a photo on the post office loading dock — front row, from left, Cadet Master Sgt. Andrew McDaniel, Cadet Staff Sgt. John J. Simpkins, 1st Lts. Travis Jarrell and Anita Simpkins; middle row, Cadet Airmen Stephen Housel and Nicholas Losciuto, Cadet Capt. Martin L. Simpkins Jr., Cadet Chief Master Sgt. Patrick Duggan, Cadet 2nd Lt. David Yowell and Cadet Senior Master Sgt. Bryan Jarrell; back row, Cadet Airmen Sarah Jarrell, Elizabeth Koranek and Ethan McCall and Cadet 2nd Lt. Simeon Koranek.

“These kids hustled all day long, wheeling huge carts of food around the post office and sorting thousands of pounds of canned and dry goods for distribution to families in need. They have an incredible work ethic.” — Blue Ridge Area Food Bank CEO Michael McKee

In 2013 nearly 40,000 pounds of food was handled at the Charlottesville post office alone and delivered to the Blue Ridge Area Food Bank, a nearby emergency food assistance agency that serves greater Charlottesville and the Shenandoah Valley.

Watching the CAP cadets participate in the food drive was inspiring, said food bank CEO Michael McKee.

“These kids hustled all day long, wheeling huge carts of food around the post office and sorting thousands of pounds of canned and dry goods for distribution to families in need,” he said. “They have an incredible work ethic.”

Enjoying Camaraderie and Teamwork

Connolly, who has been the officer in charge every year for the local chapter, has also seen firsthand how the cadets benefit from their efforts.

“It’s obvious the cadets enjoy the camaraderie and teamwork, and they can easily connect the dots from the food they are sorting to the people who will be receiving the food,” she said.

The cadets also like the fact that the work they do is hard, physical, fast-paced labor.



Four Monticello Composite Squadron cadets — from left, Cadet Tech. Sgt. Caleb Shelter, Cadet Master Sgt. Andrew McDaniel, Cadet Airman Joel Shelter and Cadet Chief Master Sgt. Patrick Duggan — unload food donations from the back of a mail truck at the Charlottesville, Va., main post office during the 2013 Stamp Out Hunger food drive.

“They are tired after the five to eight hours of nonstop motion but would willingly go several more hours if needed,” Connolly said.

“The letter carriers are very appreciative of the cadets,” she added.

Reinforcing Core Values

Cadet Capt. Martin L. Simpkins Jr., a CAP member since he was 12, has volunteered with the Stamp Out Hunger food drive for five years.

“Honestly, I initially went because it was something my squadron was doing,” Simpkins said. “Now I go because I know it exemplifies CAP’s core values of volunteer service, excellence and respect.” ▲

Naval Commandant's Impressive Military Career Began with Civil Air Patrol

By Jennifer S. Kornegay



U.S. Navy Capt. Keith Hoskins, commanding officer of Naval Air Station Pensacola, spent his teenage years learning about aviation as a Civil Air Patrol cadet. Photos courtesy of the U.S. Navy

To say that U.S. Navy Capt. Keith Hoskins has enjoyed a successful career in the military would be a true understatement.

The commanding officer of Naval Air Station Pensacola, Fla., one of the Navy's largest bases, Hoskins has been honored with the Defense Meritorious Service Medal, Meritorious Service Medal (three awards), Air Medal (three awards with combat "V"), Navy Commendation Medal (three awards with combat "V"), Navy Achievement Medal (two awards) and numerous unit commendations and awards. He was also a Blue Angels pilot (the base's 57th commanding officer, he is the first Blue Angel to have the job), flying with the elite squad from 1999 to 2001. In addition, he's seen plenty of combat, serving in Iraq and logging 3,400 flight hours with 570 aircraft carrier landings.

The highly decorated naval aviator gives Civil Air Patrol a share of the credit for his lofty achievements, calling his time as a CAP cadet "memorable," "valuable" and "an essential piece of my decision matrix when I chose the military as my career."

Hoskins was a member of the Tri-County Composite Squadron in Kansas City, Mo., from 1979-1984, which gave him the opportunity to study aviation, aerospace and leadership. "It also provided an opportunity to learn



Hoskins makes a presentation at the National Flight Academy, held aboard the replica ship USS Ambition at Naval Air Station Pensacola.



As is tradition in the U.S. Navy, sideboys render honors as Hoskins leaves his change of command ceremony at Naval Air Station Pensacola. Hoskins became commanding officer during the ceremony, held March 28.

about the military, flight instruction and conduct summer training camps,” he said.

The U.S. Army sergeant’s son, whose interest in aviation began in early childhood, explained how CAP helped shape his future: “Civil Air Patrol was an essential piece of my decision matrix when I chose the military as my future employer,” he said. “CAP allowed me to interact with active-duty members on a regular basis to gain an appreciation for the military profession.”

Hoskins stressed the important skills and character traits — attributes like courage, commitment, integrity, honor, respect and discipline — being a cadet provided him. “The leadership instruction was very instrumental in developing my attributes and are characteristics I possess to this day,” he said. “I owe a debt of gratitude to the CAP senior leadership for all their contributions in teaching our squadron the essential elements of being a faithful citizen in our great nation.”

Hoskins fondly recalled one of his favorite events from his cadet days. “The most special cadet memory I have is of Blue Beret encampment and working at the Oshkosh Air Show,” he said. “It was very demanding, and at the conclusion of that encampment, I was named both Honor Cadet and Outstanding Cadet.”

His reward for the two awards was a trip to Aus-

tralia to participate in a CAP-Australian air cadet exchange. “I was only 17 years old and got to go to Sydney and other places, stayed with three separate families and got to participate in an air show there where I flew some vintage airplanes. It was my first time out of the country and so amazing. It was all because of CAP.”

That experience, along with the beneficial lessons learned and relationships gained during his cadet days, inspires Hoskins whenever he has the chance to enthusiastically encourage today’s youth to consider becoming a CAP cadet.

“CAP is such a wonderful organization, and I’m a big supporter. I would highly encourage young men and women to research the CAP cadet program,” he said. “CAP provides an excellent venue for the youth of America to learn about leadership and aerospace to hopefully inspire them to become our future leaders of this great nation.”

And the fact that he ended up in the Navy instead of the Air Force? “It doesn’t really matter what you go on to do after being a CAP cadet,” Hoskins said. “The programs and the leadership they teach are so beneficial to the youth of America, regardless of what they choose to do going forward.” ▲

Disabilities or Challenges? Regardless,

CAP has a place for you

By Kristi Carr



Civil Air Patrol's Maryland Wing has several members with the typical can-do attitude of the membership at large, yet without certain other usual attributes — such as sight or hearing or mobility.

In the Bowie Composite Squadron alone, Capt. Kenneth Silberman, who is blind, serves as an assistant aerospace education officer in the squadron and is a legal officer for the wing; Capt. Fred Crenshaw Jr., who has mobility issues from the polio he contracted as a child, has been qualified as a mission scanner and is working on earning his mission observer status; 1st Lt. Courtney Smith Ritz, another blind member, is the squadron communications officer and has ridden on CAP flights to pre-

pare for a possible role with high-bird communications; and her husband, 2nd Lt. Scott Ritz, who wears hearing aids to overcome an auditory impairment, is in the squadron's information technology specialty track.

Other disabled members in the wing include Capt. John Pak, a blind member who is assigned to Group 3 Headquarters in Annapolis, and the Carroll Composite Squadron's 1st Lt. James Kellogg, whose use of a walker and wheelchair doesn't inhibit one bit his position as the squadron's recruiting and retention officer.

What matters most

These CAP members may seem different at first blush, but look deeper and the same motivations other CAP members share are apparent.

Kellogg, for instance, comes from a military family. His cerebral palsy kept him out of the service, but CAP welcomed him. "I simply wanted to serve America somehow," Kellogg said. "It's very emotional for me to be in CAP."

Even though he had no CAP events that day, he wore his uniform this year on the anniversary of the Sept. 11 terrorist attacks "to show my respect."

Crenshaw also comes from a military background. He was born in Taiwan, where his father was serving at the time, and contracted polio at age 1. At first he was under the care of Chinese doctors, who used herbs in his treatment. When U.S. Air Force doctors took over, he related how impressed they were — the herbs had helped keep the nerves alive in his affected limbs. He has had four surgeries on his right leg, and each time he had to learn to walk all over again. At various times, he's used a leg brace, crutches and other aids to help him get around.

Crenshaw had wanted to follow his father into the service, and his goal was to be admitted to the Air Force Academy. In the meantime he joined the Air Force Reserve's 459th Tactical Airlift Wing, but after a brief time his



"As a U.S. Air Force flight engineer," says Capt. Fred Crenshaw Jr., "my father used to take cadets on orientation flights. He is the one who introduced me to CAP, and I intend to continue that tradition by seeing my son, Fred Crenshaw III, enroll in CAP when he turns 12." Photo courtesy of Joni Crenshaw

right ankle gave out, and he was honorably discharged.

"I love my country," Crenshaw said, "and CAP is just another way for me to serve and to help others." He is actually on his third stint with CAP. He joined first as a cadet, later rejoining twice, most recently about four years ago.

Silberman, a patent lawyer and engineer, works at NASA's Goddard Space Flight Center, currently helping with its intern program. With a master's degree in aerospace engineering and a bachelor's in astronomy, he's interested in fostering a partnership between NASA and CAP.

He was prompted to join CAP because "I wanted to do some *pro bono* service and work with the cadets teaching aerospace education," Silberman said. "I like that CAP gives me the opportunity to serve my country by teaching the next generation of engineers, scientists, explorers and military professionals."

Pak is also an employee at Goddard, where he is a program specialist. Born four months prematurely, he weighed only 1.5 pounds at birth and links his blindness to his extensive time in an incubator. He has been a CAP member since 1997, when he joined as a cadet.

"I had always wanted to serve in the U.S. military, and CAP was the closest thing I was going to be able to do with my disability," Pak said. "I like that I serve others in their most critical times of need. CAP is a great way of giving back, and the intrinsic reward of serving others is truly amazing."

Fitting in

"We continually work at accommodating our members with disabilities," said Col. John Knowles, Maryland Wing commander. "For example, our website is set up to meet standards for disabilities, things like always opening a new link with an audible tone that tells the user a new site is opening."

For Capt. John Ralph, commander of the Bowie squadron, the first things that come to mind in describing Silberman are his "quick wit and taste for bad puns," not his blindness. "We find his being blind a nonfactor," Ralph said.

"How others interact with me is really a cultural thing, and CAP is no different than the workplace,"



With his Braille transposer in one hand, Capt. John Pak uses his other to operate a radio at Annapolis Composite Squadron Headquarters.

Photo by Lt. Col. Mike Starr, Maryland Wing



With his white cane, Capt. Kenneth Silberman of the Maryland Wing's Bowie Composite Squadron is surrounded by others attending the Maryland Wing's Corporate Learning Course — from left, Maj. Rick Stuart, 1st Lt. David Trick, Lt. Col. Van Porter, 2nd Lt. Terence Martin and 1st Lts. Doug Rhodes, Sara Dillier and Sheryle Weinhold. Besides his cane, Silberman uses Braille and computer technology to navigate through his days and his workload. He lost his seeing-eye dog, Molly, whom he had trained himself, in 2005. A photograph of Molly graces his office today. "Someone's got to keep an eye on me," he said.

Opposite page: welcome mat photo © Bigstockphoto.com

"A disability only disables you if you let it." — 1st Lt. James Kellogg, Maryland Wing



First Lt. James Kellogg serves as recruiting and retention officer for the Maryland Wing's Carroll Composite Squadron. Photo by 2nd Lt. Alice Raatjes, Maryland Wing

Silberman said. "People generally treat me politely but with a little caution at first. But you can't play into other people's attitudes."

Pak, who is Group 3's primary communications officer and also handles communications training for the entire wing, concurs. "At first, people might feel uncomfortable with me, but once I show them that I am knowledgeable and competent in my area, they treat me as a member of the team."

"I've experienced a lot of respect at CAP," said Crenshaw, who works in the squadron's aerospace education program in addition to serving as a mission scanner and the squadron historian. "Those I work with at CAP take me in stride — we joke and laugh. When I was a cadet, it wasn't always like that, so I have seen firsthand how CAP has evolved and grown in so many ways. The organization has moved into many different missions and is serving more customers, and I have particularly enjoyed the benefits from CAP moving much of its training online."

Kellogg also reported nothing but positive experiences with CAP. "CAP has embraced me with open arms," he said. "The leaders especially are very open to helping me."

"When he approached me that he wanted to transfer to my squadron, I knew I was gaining an asset," said Lt. Col. Frank Jarosinski, the Carroll squadron's commander. "He really takes his position as cadet recruiting/retention officer to heart, and he doesn't let his handicap keep him from participating in squadron activities."

Going for it!

Silberman's volunteer service isn't limited to CAP; he's a charter member of Maryland's Greenbelt Community Emergency Response Team, where he served as commander from 2010 until January 2014. He also developed the curriculum for the NASA-Goddard workshop in May as part of the CAP Middle East Region Aerospace Education Officer School, where attendees completed lunar sample certification, which allows them to sign out lunar soil samples for classroom use, in addition to learning about lunar geology and the Lunar Reconnaissance Orbiter program and operations.

"The biggest problem blind people face is the limitations others place on them," he explained. "Folks think they couldn't do anything if they were blind; therefore, blind people can't do anything. Nothing could be further from the truth! This is a self-defeating attitude. You adapt and overcome. If CAP is what you want to do, you should go for it."

Crenshaw has been diagnosed with post-polio syndrome, which means his affected muscles and nerves are dying. "I may lose the ability to walk," he explained. "If it gets to that point, I may not be able to continue to fly with CAP, but that is not discrimination, just common sense. Even so, there is always something you can do within the CAP program."

Kellogg, who is taking a course in desktop publishing with plans to use the skill to generate materials designed to interest others in CAP, encourages those with disabilities to consider joining the organization. "You'll find three things in CAP," he said, "— dedication, loyalty and respect." ▲

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Author, teacher, CAP member

Exploring the man and motives behind his best-sellers

By Kristi Carr

Does terrorism make you seethe with anger? Do thoughts of the American military send a welcome stirring up your spine? Do you like to see the good guys win? All these elements are woven into military-based thrillers written by 2nd Lt. Eric Wentz, a member of the Fox Valley Composite Squadron in Civil Air Patrol's Illinois Wing.

The core of his books

So far, Wentz has had two novels published, both of which have inspired rave reviews. Drawing on his early career as a widely traveled naval officer for source material, Wentz's books feature the same protagonist, Lt. Cmdr. Grant Chisolm, a U.S. Navy SEAL. The first book, *Piercing the Veil*, takes place mostly in Europe and Africa, while the second, *Killing Sharks: De Profundis*, is set in Afghanistan, the Middle East and Naval Station Guantanamo Bay in Cuba and features a lot of underwater action.

"In some ways, both books have plots that revolve around a man with considerable physical and intellectual resources as he attempts to keep his personal code of honor in mind while confronting the malevolence of Al Qaeda, the Taliban and insurgents working to overthrow the legitimate governments of sub-Saharan Africa," Wentz said.

His own Navy years were characterized by terrorism and counter-terrorism experiences, including time spent at the Guantanamo Bay prisoner of war camp commonly



A fan stops by 2nd Lt. Eric Wentz's booth at a book fair at Naval Station Great Lakes near North Chicago, Ill., to buy his second novel, *Killing Sharks: De Profundis*. Photo courtesy of Navy Exchange staff,

Naval Station Great Lakes

called "Gitmo."

"I could not help but acquire familiarity with groups, organizations and individuals very antagonistic to the West in general and to America in particular," Wentz said.

"Working in interrogation was particularly enlightening," he said. "Terrorists have personality differences just like everybody else. But what motivated them is what I found most intriguing and figures prominently in my books. The psychology of terrorists deserves our attention.

"Plus, I wanted to help set the record straight about our military personnel who have often been unfairly maligned and depicted as torturers and would-be assassins, particularly those at Guantanamo. I know from



Wentz, a veteran of several decades of coaching high school athletics, talks with some of his student-athletes about his latest book, *Killing Sharks: De Profundis*. Photo courtesy of Katya Shcherbyna

personal experience their conduct is overwhelmingly professional and deserving more praise than criticism.”

An author's lonely struggle

“My first book was a real challenge, taking me more than three years to write,” Wentz said, “mainly because I was away on active duty much of the time.” Even when he was home, he found himself more than busy with teaching full-time, coaching track and negotiating contracts on behalf of his fellow teachers.

“However, once the task of writing the first book was over,” he said, “I could take some pride and relief in knowing I had completed this self-imposed goal despite the obstacles of everyday living.”

But what followed was maybe even harder. He tried for months to get his first book published.

His efforts resulted in some interesting — and sobering — responses. The editor-in-chief of a prominent English publishing house praised his book so lavishly that Wentz sensed a “but” coming, and he wasn’t wrong.

The editor concluded by writing, “Given the current political climate here in England, we choose not to further engage.” Then he added a postscript: “Do you

want to be the next Salman Rushdie?”

“While it would be nice to have a comparably sized reading audience,” allowed Wentz, “I absolutely do not wish to live the life Rushdie was forced to live after he published *Satanic Verses*.”

Another editor told him, “Your book is too controversial. Are you sure you want to publish this?” When Wentz responded in the affirmative, the editor replied, “You are every publisher’s nightmare and every publisher’s dream.”

In the end, he did find publishers — iUniverse for *Piercing the Veil*, Tate Publishing for *Killing Sharks*.

His other lives

Wentz is a full-time teacher for advanced placement and American literature classes at a high school near Chicago. While his own books are definitely not required reading, he does occasionally draw on his military experiences to make a point in the classroom.

Students in their teens are often too “cool” to acknowledge their teacher’s life beyond the school setting, but Wentz gets a sense of the respect they must feel when he finds his presentation at the high school’s biannual Focus on the Arts pulling in so many that a larger room is required.

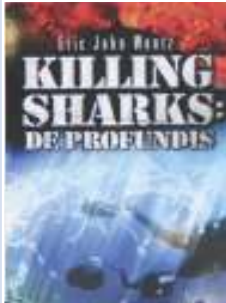
“Many of my students find it interesting that their teacher is a published author,” he said. “I know some of them brag about this fact to their parents and friends.”

Because his books’ settings have so far been overseas, Wentz hasn’t folded CAP into his stories, but he acknowledged that may change when he gets to books three and four. Right now, he’s working on book three and has some ideas percolating for the follow-up.

“The people I’ve met in CAP and the training I’ve received there have added a dimension of livability to my life after retiring from the Navy,” Wentz said.

Wentz’s first two novels are available in both print and electronic versions through Amazon and Barnes and Noble. His second book also can be purchased through Tatepublishing.com. ▲

The author explains his books' opening statement



Each of 2nd Lt. Eric Wentz's novels to date begins with this sentence: "This is the story of knighthood in the contemporary world." It's a comment on the complex time in which we live and the moral dilemmas we face, but it's also a nod to his son, Eric III, an officer in the U.S. Army.

When Wentz's son returned from a second tour of duty in Iraq, he was assigned to the 7th Cavalry in Fort Riley, Kan. The unit is famous for having been home to Gen. George Armstrong Custer, who fought in the Civil War but is probably most remembered for his "last stand" in the Battle of the Little Bighorn in 1876.

The younger Wentz was asked to squire around the fort another famous unit member, Col. Bruce Crandall, who was to be the keynote speaker that evening at a formal dinner and dance reception at the officers' club in honor of Wentz and his fellow soldiers' recent return from overseas. Crandall is a Medal of Honor recipient who figures prominently in the book *We Were Soldiers Once ... and Young*, as well as the movie adaptation, *We Were Soldiers*.

Under the impression he was to introduce Crandall that evening, Wentz's son took several notes during the day. He was later surprised when, just before the introduction, the fort's commanding officer took over.

After Crandall's remarks, Wentz's son finally understood. He was assigned to Crandall for the day not so he could learn about Crandall but so Crandall could learn about him.

Crandall commanded Wentz, "Captain, front and center." Dressed in the traditional blue and gold cavalry attire with black riding boots and spurs — the uniform of the 1870s, still used on ceremonial occasions — Wentz's son was directed to kneel. His commanding officer took out a sword and tapped him on each shoulder while reading the oath of the Knights of St. Michael.

"Few people realize that on rare occasions the U.S. Army still knights people," said the older Wentz. "The Army is the only branch that still does this, in consideration that knightly conduct is something to be valued and inculcated through an advocacy of a code of honor."

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Great Lakes

Illinois Wing launches aerial photo training mission

ILLINOIS — Illinois Wing members flew along the Mississippi River's banks recently to practice flood surveillance photography. Each year CAP's resources near the nation's waterways are called on to assist emergency management agencies and the U.S. Army Corps of Engineers in aerial flood damage assessment. The purpose of the training was to provide aerial photographers experience in meeting specific customer needs and to certify personnel on specific mission-related tasks.

Scott Composite Squadron hosted the area command post for the exercise at its facility on base. At two subordinate incident command posts in DuPage and Moline, other members of the wing participated in mission base and air operations as well as radio communications training.

Under direction from Col. Rickey Oeth, Illinois Wing commander, the 14 participants operating from the Scott location were instructed on erecting and maintaining a portable HF radio net to coordinate activities with wing headquarters at DuPage, which had contact with the air resources. Additional focus was placed on learning resource management system software used for tracking mission assets and information. >> Capt. Greg Hoffeditz



Clockwise, from front right, Illinois Wing Commander Col. Rickey Oeth briefs exercise participants Cadet Airman 1st Class Nichole Berry, wing Vice Commander Lt. Col. Rick Gale and Senior Member Garrett Berry on the day's mission. Photo by Capt. Greg Hoffeditz, Illinois Wing

Middle East



Mission pilots practiced their skills flying GA8 Airvans and Cessna 182s equipped with G1000 technology during the Middle East Region clinics. Photo by Maj. John May, North Carolina Wing

Middle East Region conducts G1000 flight clinics

NORTH CAROLINA — The Middle East Region conducted advanced G1000 instrument proficiency and refresher flight training clinics in Hagerstown, Md., and Burlington, N.C., designed to ensure pilots maintain the highest level of proficiency possible. The Hagerstown clinic was attended by 16 mission pilots and 10 instructors, and the North Carolina clinic attracted 13 mission pilots and eight instructors.

During each two-hour flight, participants conducted multiple instrument approaches, practiced en route procedures and shared operational tips and personal insights.

Each seminar also included a daily two-hour ground training refresher class taught by experienced check pilots with Cessna factory training in the G1000. The training qualified as an instrument proficiency check-ride for the mission pilots.

Maj. Keith Mottas, the region's standardization/evaluation officer and coordinator of both clinics, and Lt. Col. John Henderson, operations officer, reported that participants' proficiency increased as a result of the clinics. The ultimate goal is increased safety when flying G1000-equipped Cessna 182s. >> Maj. John May

North Central

Nebraska commander presents wing's CAPabilities

NEBRASKA — The capabilities and resources of the Nebraska Wing's 600 members was the topic of discussion when Col. David Plum, wing commander, met with the adjutant general of the Nebraska National Guard, Maj. Gen. Daryl L. Bohac. The meeting also focused on the special capabilities of the wing's Cessna aircraft, as well as the various types of missions CAP is prepared to handle for the state of Nebraska. Of particular interest to Bohac was the relatively low cost of CAP's assets.

The Nebraska National Guard is an active partner with CAP. Wing headquarters is housed at the Guard's Ashland training site, and the 155th Composite Squadron is provided meeting space at the Air National Guard Base in Lincoln.

The wing conducted one search and rescue mission in 2012 as well as 15 other state-support missions. In addition, more than 400 cadets received orientation flights. The annual value of the wing's volunteer man-hours is \$1.2 million. The missions are supported by six single-engine airplanes, about 60 aircrew members and more than 300 emergency responders. Eighteen CAP squadrons are located across the state. >> Lt. Col. Dave Halperin



Col. David Plum, Nebraska Wing commander, briefs Maj. Gen. Daryl L. Bohac, adjutant general of the state's National Guard, on the wing's capabilities. Photo by Lt. Col. Dave Halperin, Nebraska Wing

Northeast

Members hone sheltering skills in FEMA disaster relief course

NEW YORK — When hurricanes Irene and Sandy ravaged the Eastern Seaboard in 2011 and 2012, members of the New York Wing's Southeastern Group took action, helping staff local shelters and providing much-needed assistance to displaced residents in the massive storms' aftermath. Now, thanks to a Best Practices in Shelter Operations course conducted by the Federal Emergency Management Agency, senior members and cadets were able to sharpen those skills, making CAP an even more valuable asset in providing disaster relief.

Taught by FEMA Program Specialist Chris Streight and Mass Care Program Specialist James Fumbanks, the course addressed all aspects of sheltering, from determining when and where shelters are needed, to layout, set up, staffing, management and shutdown. "I have a much better understanding of how to set up a shelter, manage and maintain it," said Capt. Jose Ruiz, Amelia Earhart Cadet Squadron safety officer, who helped out at a Yonkers shelter during Sandy in 2012.



Cadet Tech. Sgt. Jacob Shultis of the Dutchess County Cadet Squadron presents shelter layout information.

Photo by Capt. Janet Antonacci, New York Wing

Also covered in the workshop was the setup and operation of Points of Distributions or "Pods" — centralized locations where the public can pick up life-sustaining commodities after a disaster. In addition, class participants were briefed on the roles federal, state and local governments play in relief efforts during actual emergencies. >> Capt. Janet Antonacci

Pacific

Squadron tours Navy's USS Michael Murphy

HAWAII — Sailors serving on board the USS Michael Murphy recently conducted a tour of the vessel for members of the Hawaii Wing's 66th Composite Squadron. The sailors discussed their roles and shared some of the ship's real-world missions. In addition, Operations Specialist Petty Officer 1st Class Jacob Jennings discussed the ship's combat systems and described how the ship can function as a mobile air traffic control center. Cadets also learned how the U.S. Navy uses its technology to conduct search and rescue missions, detecting and rescuing mariners and aviators at sea.

On the mess deck, Sonar Technician 1st Class William Hutton pointed out the "Wall of Heroes" containing a photo and biography of every man lost during Operation Red Wings. The display served as a point of reference for Hutton's presentation on leadership.

In the helicopter hangar and on the ship's flight deck, Commander Corey Turner presented the ship's helicopter operations capabilities. Other speakers included Seaman, Ship's Serviceman Parker Christensen, a search and rescue swimmer who provided insight about his job. >> Capt. Susan Turner



Sonar Technician 1st Class William Hutton discusses the ship's Operation Red Wings "Wall of Heroes" and provides tips on how to be a better leader as 66th Composite Squadron members listen on the USS Michael Murphy's mess deck.

Photo by Cadet Capt. Abraham Cheng, Hawaii Wing

Rocky Mountain

Squadron supports airport open house



Senior Member Karl Seil instructs a young aviator on the finer points of "flying" into Provo Municipal Airport.

Photo by Lt. Col. James R. Stewart, Utah Wing

UTAH — Hundreds of citizens gathered at Provo Municipal Airport to attend an airport open house at the Utah Valley University Flight Facility. This year marked the 25th anniversary of the university's flight program, which recently was listed on the Aircraft Owners and Pilots Association honor roll.

At the fly-in gala, UVU and SkyWest Airlines announced development of a partnership bridge program, which joins the university and the largest regional airline in the country. The partnership will allow UVU aviation science students to enhance their studies with practical experience in the competitive aviation marketplace.

CAP joined various other volunteer organizations as a UVU open house participant. The Phantom Cadet Squadron hosted an aircraft display consisting of two planes and an information booth. Visitors were provided literature on aviation-related subjects, radio communications, community service and how CAP's cadet program serves local youth.

A popular attraction was a computer-based flight simulator that gave participants the chance to "fly" into Provo Municipal. "This is a great way to help kids become interested in science, technology, engineering and math," said Senior Member Karl Seil, who supervised the simulator. "CAP is working hard to help young students see the importance — and fun — of these subjects."

CAP cadets also provided ground marshalling for local aircraft that flew into the airport for the event.

>> Lt. Col. James R. Stewart

Southeast

Redstone Composite Squadron tours Huntsville International Airport

HUNTSVILLE — Redstone Composite Squadron members recently visited the air traffic control facility at Huntsville International Airport, where they enjoyed learning about Terminal Radar Control (TRACON). They received a radar scope orientation, a brief airspace review and a tutorial on flight strips — pieces of paper that provide the controller with information about each flight, such as the aircraft call sign, type of aircraft, assigned/requested altitude, route of flight, remarks and beacon code. Other points of interest in TRACON were the observation of live traffic and the wind shear detection and alert system.

While in the ATC tower, the squadron members watched a demonstration of a light gun, which can flash green, red or white signals to aircraft experiencing technical difficulties with their radios. They also learned about the tower's function, which is to issue clearances, control ground movement, clear aircraft for takeoff or landing and control the visual flight rules pattern.

They learned that ATC is a service provided by ground-based controllers who direct aircraft on the ground and provide control and advisory services to aircraft in controlled and noncontrolled airspace. Whether commercial, military or general aviation is involved, ATC prevents collisions, organizes and expedites the flow of traffic and provides information and other support for pilots. >> Maj. Kim Miller



Redstone Composite Squadron members visit the Huntsville International Airport air traffic control facilities. They are, from left, Lt. Col. Mike Guthrie, Maj. Joe Viviano, Cadet Airman Hope Smalley, Cadet Maj. Catherine Guthrie, Cadet Capt. Nathaniel Gilbreath, Capt. Peter Levy, 1st Lts. Dorothy Guthrie and Michael Guthrie, Maj. Chuck Corway, Cadet Chief Master Sgt. Cody Hasselbring, Capt. Jonathan Calvanelli, Maj. Kim Miller, Cadet Tech. Sgt. Ian Spirduso, Cadet Airman Garrett Chambers and Cadet Senior Airman Dustin Guidry.

Southwest

Area Command operations exercise turns into live mission



A Mesa Falcon Field Squadron 305 aircrew is airborne for a live mission. Photo by 1st Lt. David Willard, Arizona Wing

ARIZONA — A statewide operations exercise turned into a major live mission within minutes in response to severe flooding in Greenlee and Apache counties, as the Arizona Wing assisted state and local emergency responders with search and rescue and airborne photographic reconnaissance.

The wing's Arizona Area Command transitioned two of its four incident command posts from exercise mode to emergency operations by dispatching aircrews and aircraft from Phoenix and Payson. The aircrews worked to identify potentially hazardous areas for the public to avoid, such as impassable roads and bridges, and coordinated with helicopters from other agencies and ground crews to search for

and assist individuals in distress. Photos and location information for hazardous areas were transmitted in near real time to appropriate agencies to facilitate rescues and communications and help save lives. Aircrews spotted more than 50 individuals and vehicles stranded because of washed-out bridges and swollen streams and reported them to rescue officials.

To support the operations, the wing's mobile communications center was redeployed more than 50 miles from Holbrook, where it had been participating in the statewide exercise, to the Show Low area to assist in communications. In addition, a two-member Civil Air Patrol liaison team was redeployed 165 miles from the exercise to support coordination with local first responders. >> Capt. Cindy Beck

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Achievements



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 August, September and October.

| | |
|---------------------------------------|-----|
| Lt. Col. John M. Randolph | AL |
| Lt. Col. Luis A. Camus | AZ |
| Maj. David L. Gregor | AZ |
| Maj. Robert F. Roy | CT |
| Maj. Eduardo R. Zayas-Quinones | HI |
| Maj. Scott G. Bagnall | IL |
| Chief Master Sgt. Robert M. Dandridge | IL |
| Lt. Col. Alfredo R. Reynoso | IL |
| Maj. William C. Bickford | KS |
| Maj. Henry E. Hickey | KS |
| Maj. Daren K. Jaeger | KS |
| Lt. Col. Steven H. Solomon | MD |
| Maj. Richard R. Stuart | MD |
| Lt. Col. Eric Allen Orgain | NC |
| Maj. Richard A. Rowan | NC |
| Lt. Col. Timothy J. Tessin | NC |
| Maj. David N. Kaplan | NE |
| Maj. Spencer R. Horn | NER |
| Master Sgt. Paul D. Stengele | NJ |
| Capt. John R. English | NM |
| Maj. Dennis D. Gordon | NV |
| Maj. Mohammed A. High | NV |
| Maj. Carl M. Polito | OH |
| Capt. Andrew J. Lucas | OR |
| Maj. Marvin R. Owen | OR |
| Maj. Michael L. Roberson | OR |
| Maj. Scott R. Croskey | PA |
| Capt. Manuel A. Cardona | PR |
| Lt. Col. Ruben A. Hernandez | PR |
| Lt. Col. Raul E. Jimenez | PR |
| Lt. Col. Zulma E. Matos | PR |
| Lt. Col. Ivelisse Pena | PR |
| Capt. Hector A. Perez | PR |
| Maj. Yordania Rivera | PR |
| Lt. Col. Ismael J. Rodriguez | PR |
| Lt. Col. Rodney A. DeWeese | SD |
| Capt. Terresia K. Reasons | TN |
| Maj. Philip A. Kost | TX |
| Maj. Frank H. Stalling | TX |
| Maj. Michael L. Turoff | TX |
| Maj. Ahmet L. Vural | TX |



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 August, September and October.

| | |
|---------------------------------------|-----|
| Lt. Col. Edward A. Bos | AK |
| Lt. Col. Gerald J. Koellsted | AL |
| Lt. Col. Daniel F. Myers | AZ |
| Lt. Col. John C. Jay | CA |
| Maj. Robert J. Noble | CA |
| Lt. Col. Saman F. Seneviratne | CA |
| Lt. Col. Paul F. Rowen | CT |
| Maj. Alvianette G. Kennedy | DE |
| Lt. Col. Luis A. Garcia | FL |
| Lt. Col. John L. Caldwell | GA |
| Lt. Col. Bruce A. Tresz | GLR |
| Chief Master Sgt. Robert M. Dandridge | IL |
| Maj. Peter Blechinger | MD |
| Lt. Col. Paul N. Blechinger | MD |
| Maj. Charles S. Davis | MD |
| Lt. Col. John Mariakis | MD |
| Maj. Cajetan W. von der Linden | MD |
| Lt. Col. Jon K. Royer | MER |
| Maj. Steven P. Adkins | MI |
| Maj. Kevin N. Harbison | NH |
| Lt. Col. Andrew J. Feldman | NHQ |
| Maj. Elmer R. Austin | NM |
| Lt. Col. Dannie R. Roberts | NM |
| Lt. Col. Earle A. Rosenfield | NV |
| Capt. Daniel L. Ash | OR |
| Lt. Col. David Nieves | PR |
| Lt. Col. Carlos A. Rocha | TX |
| Maj. Sandra J. Smith | TX |
| Lt. Col. Ted C. Hanson | WA |
| Lt. Col. Richard C. Shultz | VA |
| Capt. James A. Bales | WA |
| Maj. Arleen Hoffmann | WV |
| Lt. Col. Paul G. McCroskey | WV |
| Maj. John C. Burkett | WY |



Gen. Ira C. Eaker Award

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

| | |
|-------------------------|----|
| Samuel G. Cockrell | AL |
| Catherine A. Guthrie | AL |
| Austin W. Holliman | AL |
| Benjamin Parmer | AR |
| Shanna E. Anderson | AZ |
| Daniel J. Humphries | AZ |
| Grant P. Zaro | AZ |
| Darrel W. Bracy | CA |
| Anthony R. Cummins | CA |
| Kelcy Dungo | CA |
| Sarah M. Gamble | CA |
| Ricardo A. Villalta | CA |
| Michael E. Moran | CO |
| Christopher A. Fry | DC |
| Joshua D. Hailey | DE |
| Jean J. Alonso | FL |
| Logan R. Gallo | FL |
| Jenna M. Walters | FL |
| Frederick R. Broome III | GA |
| Austin A. Kelley | GA |
| Katelyn M. Mishmash | IA |
| Nathan C. Shinabarger | IN |
| Tanner M. Spearman | LA |
| Kenny H. Le | MA |
| Connor W. Queenan | MD |
| Maxwell R. Onderik | MI |
| Libby R. Berg | MN |
| Donald W. Raleigh III | MN |
| Kyle L. Sebesta | MN |
| Ryan S. Howard | MS |
| Peter A. Soares | NC |
| Kathryn L. Zobel | NC |
| Alexandra M. Dwyer | NJ |
| Philip G. Federico | NJ |
| Britton H. Williams | NJ |
| Cooper Hawkey | NV |
| Travis M. Brodbeck | NY |
| Megan L. Beatty | OH |
| Elijah Sumner | OH |
| Patrick Arnold | OK |
| Valerie R. Powell | OK |



Gen. Carl A. Spaatz Award

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

| | |
|-------------------------|----|
| Benjamin C. Jakeman | CO |
| Michael R. Poussard | DC |
| Zelik Abiel Gil | GA |
| Alexander Hanson | GA |
| Christopher J. LaPointe | MD |
| Luke E. Bickley | NY |
| Albaro I. Pillco | NY |
| Abigail R. Hawkins | PA |
| Wyatt A. Steele | SC |
| Timothy A. Sizemore | WA |



| | |
|--------------------|----|
| Ethan J. Dunlap | PA |
| Denzel G. Delgado | PR |
| Alexander Delgado | PR |
| Victor A. Gandulla | PR |
| Luis O. Gonzalez | PR |
| Joel A. Huertas | PR |
| Vilmarie Valentin | PR |
| David A. Eudy | SC |
| Mark A. Eudy | SC |
| Jacob Hawkins | SC |
| Tyler S. Givens | TN |
| Thomas G. Novotny | TX |

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