

CIVIL AIR PATROL

July-September 2014



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Vazquez Named National Commander

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July-September 2014

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Civil Air Patrol's service in support of the homeland during World War II will soon be recognized with a Congressional Gold Medal, thanks to

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legislation passed by the U.S. Senate in 2013 and the U.S. House this spring and signed into law by President Barack Obama. The medal will be presented in Washington, D.C., after the U.S. Mint has approved and struck a design.

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An artist's conception provides a view of the Lunar Lion as it leaves Earth behind en route to the moon. The spacecraft is being designed and built by a Penn State University team — including Cadet 2nd Lt. Ben Garelick of the Pennsylvania Wing's Nittany Composite Squadron 338 — as part of an international competition to construct and land a private craft on the moon. In all, 30 teams from 16 nations are competing in the XPRIZE competition, which offers a \$30 million prize. They have until the end of 2015 to complete the mission. Photo courtesy

of the Penn State Lunar Lion XPRIZE Team

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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Memorial Brick Park takes shape

Civil Air Patrol National Headquarters' Memorial Brick Park project began in earnest during the 2012 National Staff College when 82 attendees purchased bricks to honor both fallen heroes and mentors. Those bricks now frame the ground below the L-19 "Bird Dog" aircraft on a pedestal in front of NHQ. The project enables individuals,

squadrons, wings and regions to recognize people who have contributed to the growth and success of CAP. It also provides an opportunity for recognition of World War II CAP veterans. In addition to a certificate of purchase, a miniature brick is available at a nominal cost. Contact the CAP Development Office at 334-953-7748 or visit www.capmembers.com/donate for more information.

Congresswoman visits CAP National Headquarters

U.S. Rep. Martha Roby, R-Ala., enjoyed a "very informative" tour of Civil Air Patrol National Headquarters recently. "(CAP officials) come to meet me in Washington, so it was my time to come here," said Roby, who later tweeted,



"Very informative visit today to the @CivilAirPatrol Headquarters at Maxwell Air Force Base. Thanks for having me!" She said her tour, led by CAP Chief Operating Officer Don Rowland, provided her with firsthand knowledge about the organization's programs and operations. "It helps me when it's time to advocate for Civil Air Patrol," she said. Roby also visited CAP's National Operations Center, which monitors the missions CAP volunteers perform each day across America. Before the tour, Roby learned about CAP's aerospace education and cadet programs. Afterward, Rowland gave the congresswoman a coin from the headquarters rededication in 2011. Photo by Susan Schneider, CAP National Headquarters

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If you have never been to a Civil Air Patrol National Conference, this is your year to go! Across the board, from the venue to the speakers and special activities, there's more enrichment, more entertainment and more value this year than ever before.

Headlining our roster of experts who've got the stick for nearly 60 learning labs and nine preconference workshops is Maj. Gen. James K. "Kevin" McLaughlin, commander, 24th Air Force, and commander, Air Forces Cyber, Joint Base San Antonio, Lackland, Texas, who will keynote the banquet. And, as an added bonus, Capt. Dale Brown of the Nevada Wing, author of 25 best-selling action adventure novels, some of which feature CAP plots, will speak twice during the conference and will be readily available to meet and greet everyone.

Though the host hotel — the Tropicana — is a Las Vegas Strip resort, the usual extra fees charged by such facilities are waived for CAP. So, throughout the conference, all of our members can enjoy the convenience of being within walking distance and/or minutes away from some of the nation's top entertainment. The Nevada Wing has worked hard over the past year to ensure that everyone who comes to the conference has the opportunity to enjoy diverse entertainment options, including a dinner cruise, Fremont Street, Springs Preserve and Las Vegas show excursions.

The 2014 National Conference package is so exciting this year, registration is expected to significantly exceed annual attendance over the past decade. That means even more opportunities to take advantage of one of the top benefits of the National Conference — networking! One topic of conversation that is certain to resonate is the recent vote in Congress to award the Congressional Gold Medal to CAP for its World War II service.

We have much to be proud of as members of Civil Air Patrol — a rich history of service that each of you has built upon to generate an organization known nationwide as a primary and essential search and rescue, disaster relief and aerospace/STEM education resource. But, our work is never done. ... At any given moment a fellow citizen in distress will call forth the need for our services, and we will rely upon our vast training, technology and expertise to provide an immediate response.

Membership is open to all who feel that deep need to perform patriotic service to the citizens of their communities. Visit www.capmembers.com for more information on the benefits of membership in CAP.



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



By Julie DeBardelaben

Vazquez

Named CAP's 23rd National Commander

BRIG. GEN. JOE VAZQUEZ was named as Civil Air Patrol's next CEO and national commander on April 4 by CAP's Board of Governors. Vazquez, who has served as CAP's national vice commander since August 2011, will serve as the organization's chief executive officer for the next three years.

As CAP's 23rd national commander, Vazquez will lead 60,000 volunteers across the nation in fulfilling the organization's three congressionally chartered missions — emergency services, cadet programs and aerospace education. The national commander is a member of and presides over the CAP Command Council, which consists of the organization's 52 wing commanders, eight region commanders, national chief of staff, command chief, chief operating officer, CAP-U.S. Air Force commander and national vice commander.

"The past few years as CAP's vice commander have given me a

As national vice commander Brig. Gen. Joe Vazquez traveled the nation to attend squadron, wing, regional and national events and, in the process, he created an intimate rapport with the organization's 60,000 members. In 2013 photographers captured his and CAP National Commander Maj. Gen. Chuck Carr's participation in the annual Wreaths Across America ceremony at Arlington National Cemetery.

great appreciation for the outstanding dedication of our members throughout the nation,” said Vazquez, who plans to “enhance the value of CAP membership and expand CAP missions with an eye toward new mission development.”

Vazquez joined CAP as a cadet in 1975. During nearly four decades of service, he has served as commander at every level.

Before becoming national vice commander he served as commander of the Middle East Region from 2008-2011, the Virginia Wing from 2001-2003, the Virginia Wing’s Group 4 from 1993-1995 and the Maryland Wing’s Wicomico Composite Squadron from 1990-1992; he was also cadet commander of Georgia Wing’s Warner Robins

During nearly four decades of service, he has served as commander at every level.

Composite Squadron from 1976-1978.

A CAP command pilot with more than 3,400 flying hours, Vazquez is a single and multi-engine commercial pilot and instrument flight instructor. He has participated as a mission pilot on 82 search and rescue or disaster relief, 52 counter-drug, 13 bay patrol and 12 homeland security missions. In addition, his emergency services experience includes service as an incident commander for 21 missions.

He is an FAA commercial-rated glider instructor pilot and has given

more than 250 cadet glider orientation rides.

Vazquez was one of 10 applicants for the position. Candidates were required to be a CAP member in good standing, hold a bachelor’s degree from an accredited college or university and have completed Level V of the CAP Professional Development Program. They were also required to have served as a CAP wing commander and successfully completed their term of office.

A change of command ceremony with Maj. Gen. Chuck Carr, the current national commander, will be



In 2011 then Col. Joe Vazquez was the Middle East Region’s commander, a position he held from 2008-2011. He has also served as wing, group, squadron and cadet commander.

Cadet Airman 1st Class Joe Vazquez poses in his first CAP uniform in 1975.



Col. Larry Myrick, who was Vazquez’s choice for national vice commander, was confirmed by the Board of Governors in June. He will take office during the National Conference in Las Vegas in August.

held Aug. 15 during CAP's National Conference in Las Vegas.

The selection marks the first time in CAP's 72-year history that the organization's CEO/national commander was chosen by the BoG. The new selection process became official in October 2012 when the BoG approved an updated Constitution and Bylaws incorporating the organization's new governance structure.

Previously, commanders were elected by a majority vote of CAP's National Board.

"Gen. Vazquez's lifelong commitment to Civil Air Patrol has focused on leadership positions of increased responsibility," said retired U.S. Air Force Maj. Gen. John Speigel, chairman of the BoG. "As such, he is fully prepared to lead CAP as the new CEO/national commander. The members of the Board of Governors look forward to working with him as we address the future challenges of CAP." ▲



Vazquez is a single and multi-engine commercial pilot with many search and rescue, disaster relief, counterdrug, bay patrol and homeland security missions to his credit. Here, he participates in a 2013 flying clinic in Colorado.



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From CAP cadet to Capitol Hill

A Blueprint for Turning a Dream into a Dream Job

By Kristi Carr

Do you know where your future is? Well, of course not — it's impossible to see into the future. But you can strengthen your chances of having a productive and meaningful life by making the right choices early on.

Here's how a decision made in his early teens helped take U.S. Air Force Maj. Randall J. Heusser to an office on Capitol Hill by the time he'd reached his mid-30s.

A DREAM

"I became fascinated with reading about space exploration and astronauts at an early age," Heusser said, "and I quickly learned that military aviation provided a direct avenue to NASA's astronaut program."

After additional investigation, he discovered the opportunities available to young people through Civil Air Patrol's cadet program. Still a year away from high school, he said, "I was fortunate to join an amazing cadet squadron, the [Paradise Valley Cadet Squadron 310] Wolverines, in the east valley of Phoenix, Ariz."

A FOUNDATION

Under the guidance of the squadron's cadet commander at the time, Bill Daehler, Heusser soon found himself surrounded by adults and cadets who were deeply committed to the CAP cadet program and to the U.S.

Moreover, he eagerly immersed himself in numerous cadet activities beyond the scope of his immediate squadron. At the wing level, he attended a glider program and obtained his solo glider certificate. "What an amazing and unique



Randall Heusser's dreams of flying took off quite literally in KC-10 aircraft, which he flew on more than 100 combat missions over southwest Asia. His "welcome home" committee included his wife, Erin, and children, from left, Sean, Joanna and Wyatt.

opportunity for high school students!” Heusser said of the program.

At the national level, he attended a flight encampment at Beale Air Force Base, Calif., Cadet Officer School at Maxwell AFB, Ala., and the International Air Cadet Exchange program, which took him to Britain.

“I’m not sure any other program in the world besides CAP could provide this kind of education — aviation, leadership development and introductions to both military and civil service — to students at this age level,” he said.

By the time he was a senior at Chaparral High School in Scottsdale, Ariz., Heusser had earned CAP’s highest cadet honor, the Gen. Carl A. Spaatz Award.

AN EDUCATION

“While my high school academic records and varsity sports participation helped, I am absolutely convinced it was my membership in CAP that allowed me to be nominated by Sen. John McCain, R-Ariz., to attend the U.S. Air Force Academy as part of the Class of 2002,” he said.

There he followed in the footsteps of Dan Daehler, whom he knew from his CAP cadet squadron, and was classmates with another squadron member, Stephen Olivares. Daehler now flies F-16s for the U.S. Air Force Reserve out of Luke AFB, Ariz., and Olivares is a major in the Air Force’s Office of Special Investigations.

Bolstered by his CAP solo glider certificate, Heusser signed on as a member of the academy’s parachute team, the “Wings of Blue.” “Skydiving and aerial demonstrations were awesome experiences, fostering some special friendships and helping me stay motivated through the academic and general rigors of cadet life at the academy,” he said.

A CAREER

While the military makes duty assignments, airmen have some discretion in determining what those are. That was aptly demonstrated by what happened to Heusser once he graduated from the academy.

Not surprisingly, he had flight on his mind and was very happy to be sent to Mississippi’s Columbus AFB for Specialized Undergraduate Pilot Training. “I quickly received unfor-

tunate news, however,” he recalled. An oversight in previous flight medical evaluations rendered him unqualified to fly in the Air Force.

While he moved on to become a security forces officer supervising base law enforcement for F-117 aircraft at Holloman AFB, N.M., he appealed the Air Force’s decision, hoping he could return to flight training. But it seemed to be a battle he couldn’t win until, some years later, he was informed the Air Force had changed its medical policy, making him eligible once again for pilot training selection. With the full support of his superiors at Holloman, he was again selected to attend SUPT, this time at Laughlin AFB, Texas.

His delay in getting to SUPT proved beneficial, as he was a captain by then and was tapped to serve as class leader. “This was another leadership opportunity,” he said, “and it allowed me to select the KC-10 aircraft for my assignment after my training.”

Heusser went on to spend seven years flying KC-10s, used primarily for transport and refueling, while holding a variety of leadership positions at Joint Base McGuire-Dix-Lakehurst, N.J., and later Travis AFB, Calif. During that time, he accumulated 102 combat missions and more than 2,000 flight hours in the KC-10 in deployments in support of operations Enduring Freedom, Iraqi Freedom, New Dawn and Odyssey Dawn.



As a CAP cadet Heusser became the 1,341st recipient of the Gen. Carl A. Spaatz Award, the highest cadet achievement, earned by only one-half of 1 percent of all cadets.

A DREAM JOB

Last year, Heusser was sent to Washington, D.C., to participate in the Air Force's Legislative Fellowship program. Assigned to the Pentagon, he completed legislative training through a Georgetown University program and now serves as a Secretary of the Air Force Legislative Fellow in the office of U.S. Rep. John Garamendi, D-Calif. "This is a great fit for me," Heusser said, "since Garamendi was elected for California's 3rd Congressional District, which is home to both Travis and Beale AFBs, where I once served."

In his current posting, which will last through December, Heusser assists in managing the congressman's defense and armed forces portfolios in addition to his foreign affairs and maritime interests. With Garamendi serving as a member of two subcommittees within the House Armed Services Committee and as the ranking member of the Coast Guard Subcommittee within the larger Transportation and Infrastructure Committee, Heusser staffs and attends all of the congressman's HASC hearings and meetings, as well as meetings with federal and defense agencies, interest groups and industry representatives.

"This is something I never even imagined," Heusser said. "In the relatively short time I've been working in Congressman Garamendi's office, I have had such direct exposure, even having the opportunity to provide input on defense and veterans' legislative proposals."



"Randy plays an integral role in our office," said U.S. Rep. John Garamendi, D-Calif., right, with Heusser. "He informs my work on the Armed Services Committee, evaluates legislative activity and strengthens our communication with the Department of Defense. His Air Force background, analytic thinking and hunger for knowledge help our office better serve our constituents, including the thousands of families in the Travis and Beale Air Force Base communities." Photo courtesy of Matt Kravit,

Office of U.S. Rep. John Garamendi



And despite time and distance, Heusser has a constant reminder of his CAP cadet days, because he regularly works with Lt. Col. Ian Dineson, a U.S. Senate liaison officer for the Air Force. Dineson was an Arizona Wing cadet at the same time as Heusser, and both participated in the International Air Cadet Exchange in 1997.

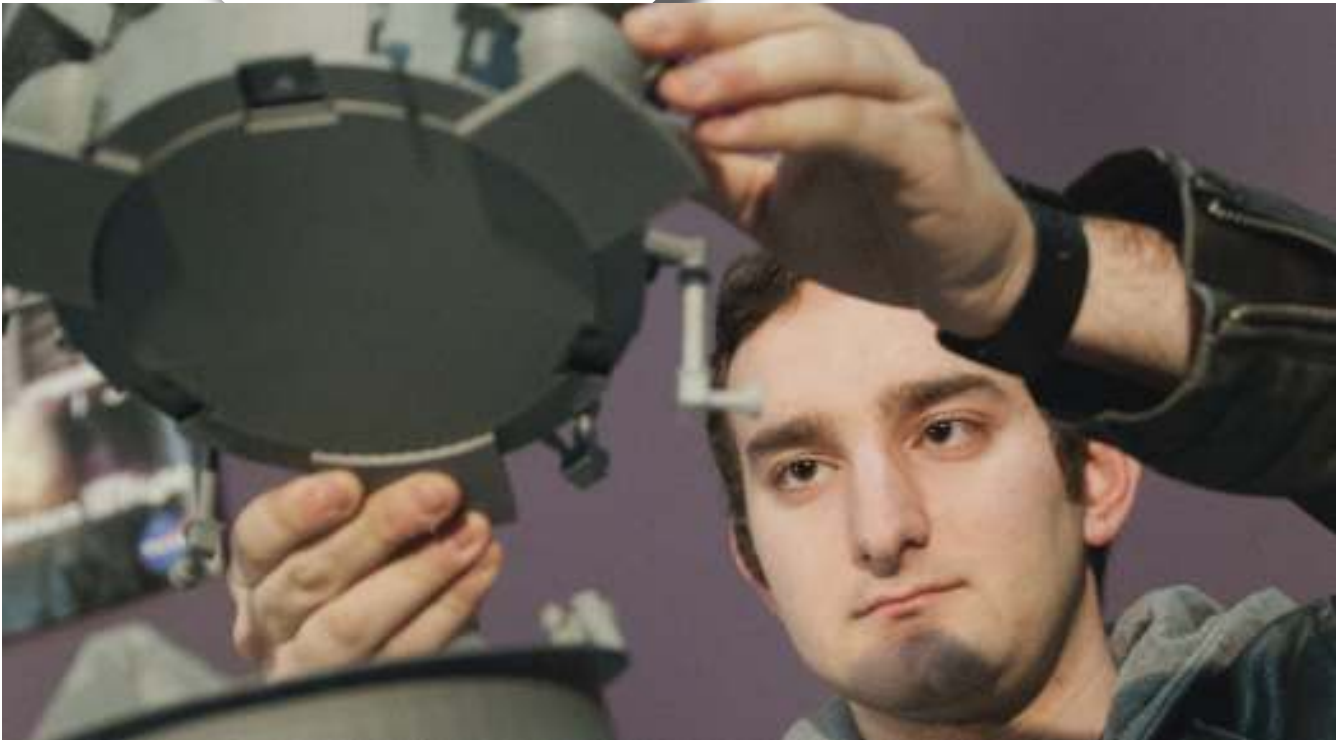
"It just goes to show you it's a small world," Heusser said. "While I couldn't begin to list all the CAP senior leaders and fellow cadets who positively influenced me, I am certain it was their leadership, mentorship and friendship that got me to where I am today, and I remain eternally grateful to CAP for all it has provided me." ▲

A Legislative Fellow, former CAP cadet Heusser, left, now finds himself in the business of welcoming CAP members visiting Capitol Hill as part of the organization's annual Legislative Day. Joining him are Lt. Col. Gregory Chase, adviser to the California Wing commander; U.S. Rep. John Garamendi, a Democrat representing California's 3rd District; and Lt. Col. Alan Ferguson, the California Wing's vice commander.

Photo by Lt. Col. Chris Roche, Maryland Wing

*CAP cadet a member of Penn
State team involved in Google
Lunar XPRIZE competition*

A Race to the Moon



By Mitzi Palmer

This year, 30 private company teams from 16 countries are racing — literally — to build a private spacecraft, safely land it on the moon, travel 500 meters above, below or on the Lunar surface and send back two “mooncasts” to Earth.

Named the Google Lunar XPRIZE, this competition boasts the largest international incentive-based prize of all time — \$30 million — with a goal that has never been accomplished: the safe landing of a private craft on the surface of the moon.

Civil Air Patrol’s own Cadet 2nd Lt. Ben Garelick is part of the Penn State University Lunar Lion XPRIZE Team and its game-changing mission.

Garelick, a freshman at Penn State, heard about the competition in his high school physics class and it immediately caught his attention.

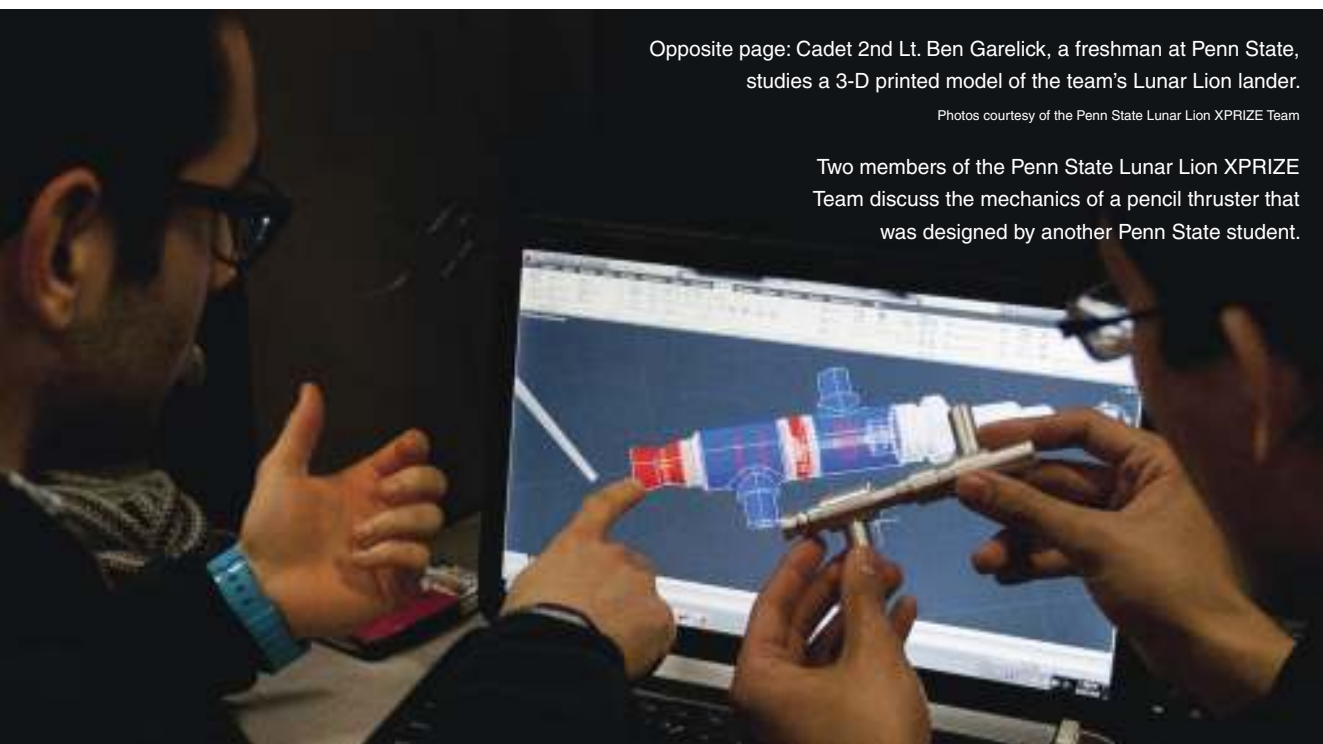
“I knew it was something I wanted to be a part of, and that it was something big,” said the cadet, who wants to advance in the aerospace industry and work in manned commercial spaceflight after finishing his studies at the university.

Penn State’s team — made up of more than 100 undergraduate and graduate students — is aiming to accomplish the big goal of landing on the moon with its Lunar Lion spacecraft, which is currently being designed

(Senior Member) Jameson Wiener told me about the program, I didn’t even have to think twice about joining.”

Garelick is currently involved with his unit’s emergency services department and serves as a ground team leader, working with the senior staff to help plan and execute search and rescue field training exercises. He also serves as an evaluator and trainer during these exercises, teaching and certifying members for ground team tasks.

The cadet skills he has learned while in CAP are definitely being used in the competition as he works in the team’s propulsion subsystem group, which is building the mechanics that will allow the Lunar Lion to hop from



Opposite page: Cadet 2nd Lt. Ben Garelick, a freshman at Penn State, studies a 3-D printed model of the team’s Lunar Lion lander.

Photos courtesy of the Penn State Lunar Lion XPRIZE Team

Two members of the Penn State Lunar Lion XPRIZE Team discuss the mechanics of a pencil thruster that was designed by another Penn State student.

and built. Teams have until the end of 2015 to complete the mission.

The Team and Its Mission

Garelick, who was born and raised in New York City, joined CAP’s Brooklyn Tech Cadet Squadron in 2008 during his freshman year of high school.

“I’ve been fascinated with aviation and space exploration, as well as military and emergency services, for as long as I can remember,” he noted. “So when my friend

one spot on the moon to the other.

“Ben is our designated space encyclopedia,” said the team’s leader, Michael Paul. “His enthusiasm about all things space is infectious, and his knowledge brings a sense of history to the students on the team. He sends NASA technical reports to other team members while pointing out how cool the content is.”

As its conceptual design entails, the Lunar Lion team will initially launch a rocket that will separate and send the craft further into space and eventually to the moon.

This explanatory graphic describes the mission design.



FOLLOW THEIR PROGRESS

To follow the success of the Penn State Lunar Lion XPRIZE Team, go to lunarlion.psu.edu. Additionally, a 24-minute full-dome planetarium show, *Back to the Moon for Good*, chronicles the teams participating in the competition. Narrated by Tim Allen, the film is available at planetariums around the world. To find venues, go to googleglunarxprize.org/education/domeshow.

Donate to the Cause

To donate, go to rockethub.com/lunarlion.

After four days of cruising, a second engine will fire and stop the lander just short of the lunar surface before detaching for a soft landing. Thrusters will fire again and the Lunar Lion will hop 500 meters to another location, where it will send images and video back to Earth.

The Penn State Lunar Lion XPRIZE Team is the only university-based team in the competition. Composed of students and faculty, along with engineers from Penn State's Applied Research Laboratory, the team draws on the university's extensive expertise in electrical, mechanical and aerospace engineering — which includes experience in drafting, fabrication, assembly and testing.

"Penn State is a premier research university with both the world-renowned faculty and resources to make this mission a success," added Paul. "By working on this mission as a university-led team, we are

giving students the hands-on experience they need to become future leaders in the aerospace industry."

Paul said the Penn State Lunar Lion's mission is built on a philosophy of simplicity — assembling the minimum number of systems in the shortest possible timeframe.

"In other words, the Lunar Lion will serve as a spacecraft, lander and rover all in one," he said.

Paul and his team need a total of \$20 million in donations to augment an estimated \$30 million in in-kind donations from industry partners as well as operational support from Penn State.

"Most recently, we raised over \$145,000 from about 900 donors from our crowd-funding campaign at rockethub.com/lunarlion," noted Paul, who said fundraising has been the team's biggest challenge so far. "But we are in a stronger position now than we ever have been before. We have the support of Penn State behind us, and our upcoming campaigns will help the team progress to the next stages of the mission."

A \$30 Million Incentive

According to Google Lunar XPRIZE, the competition aims to create a new era of lunar exploration — or an "Apollo moment" for this generation — and to spur continuous lunar exploration with \$30 million in incentive-based prizes. Teams may also compete for bonus prizes such as exploring lunar artifacts or surviving the lunar night, and can be awarded prize money earlier by completing terrestrial or in-space milestones. All of this must be completed by Dec. 31, 2015.

The winning team will be the fourth entity to put a lander on the moon, after NASA and the Russian and Chinese space programs — and the first private entity to successfully land on the moon.

"This whole scenario is surreal to me," said Penn State Vice President of Research Neil Sharkey. "I'm at an institution that's actually attempting to go to the moon. What could be cooler?" ▲

CONGRESSIONAL GOLD MEDAL NEARS FOR CAP'S WORLD WAR II SERVICE

By Dan Bailey

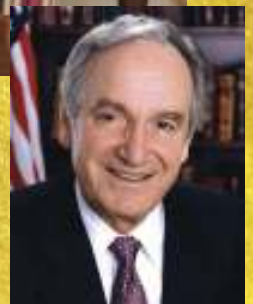


The parliamentary procedures have been followed, the votes recorded and the president's signature penned. Years of effort are nearly over; Civil Air Patrol will soon receive a Congressional Gold Medal in recognition of its service in defense of the homeland during World War II, when its earliest members used their own aircraft for volunteer combat operations and other emergency wartime missions under hazardous conditions.

The U.S. House of Representatives' approval of S. 309 on May 19, passed a year earlier by the Senate, set the stage for President Barack Obama to sign the measure into law May 30. Next comes the U.S. Mint's execution and approval of a design for the medal, the original of which will be struck in

Speaker of the House John Boehner, R-Ohio, signs S. 309 — the CAP Congressional Gold Medal bill — as U.S. Rep. Michael McCaul, R-Texas,

looks on. McCaul introduced the legislation in the House. Photo courtesy of the Office of the Speaker of the House



U.S. Sen. Tom Harkin, D-Iowa (inset), introduced S. 309 in the Senate, which passed the bill in May 2013.

gold for display in the Smithsonian Institution. Bronze replicas will be available for purchase by individuals.

Once the medal is ready for presentation, the White House, Senate and House will decide on a site — probably the Capitol Rotunda — and date for the award ceremony. Related events are being considered as well, such as a dinner or reception and a memorial service. Details will be reported on CAP's Congressional Gold Medal website, www.capgoldmedal.com, as they take shape.

In the meantime, CAP continues to solicit possible additions to its list of World War II members at www.capnhq.gov/CAP.WorldWarII.web/WWIIReport.aspx; only about 100 are believed to still be alive. Information and supporting evidence can be submitted at www.capnhq.gov/CAP.WorldWarII.web/WWII.aspx through the Congressional Gold Medal site.

The website presents a thorough overview of CAP's World War II stories, featuring articles, videos, photos, graphics, weekly blog posts and publicity on members' service during those perilous times — most famously, flying patrols off the Atlantic and Gulf coasts to guard against deadly German U-boat attacks on U.S. commercial shipping.

CAP members carried out numerous other domestic missions as well. They towed targets for military pilots, conducted search and rescue missions, flew border patrols, transported personnel and supplies, maintained fire watches and provided flight training for potential Army Air Corps recruits and others.

The organization's World War II members — more than 200,000 strong — came from a broad, deep cross-section of America. They ranged from ordinary men, women and teenagers in communities across the country



Noted Hollywood actor Bob Cummings, one of CAP's publically prominent World

War II members, flew missions starting in early 1942 as a charter member of what's now the California Wing's San Fernando Senior Squadron 35. Cummings starred in such films as "The Devil and Miss Jones," "Kings Row" and "Dial M for Murder" and later in the TV situation comedy "The Bob Cummings Show."



Willa Brown was CAP's first African-American officer, receiving the rank of lieutenant in 1942, and was also the first African-American woman to earn a private pilot's license and to hold a commercial pilot's license in the U.S. She and her husband owned the Coffey School of Aeronautics at Chicago's Harlem Airport, which trained black pilots and aviation mechanics, including future Tuskegee Airmen.

to celebrities and other prominent figures.

A Wall Street financier commanded one coastal patrol base; a noted Hollywood director served as deputy commander of another. Pilots for CAP included a famed movie actor, a popular comic strip cartoonist, a Munchkin from “The Wizard of Oz,” the head of a major brewery and the founder of a famous doughnut chain. The wartime ranks also included a pioneering African-American female aviator, future Tuskegee Airman, an award-winning film actress, a world-famous concert pianist and a pioneering female aviator.

CAP was founded Dec. 1, 1941, six days before Pearl Harbor. Within three months the organization’s highest-profile wartime mission was underway, thanks to the Petroleum Industry War Council’s request for the federal government to provide protection for oil tankers targeted by German U-boats.

With the Army and Navy unable to spare the necessary aircraft, the government turned to CAP. Over the next 15 months members flew their own planes over the coastal waters in search of U-boats, alerting the Navy or Coast Guard when a submarine came into view and sometimes dropping bombs on the vessel below.

The coastal patrols totaled 86,685 missions, 244,600 flight hours and more than 24 million miles flown. Along with spotting 173 suspected U-boats and attacking 57, they escorted more than 5,600 shipping convoys and reported 17 floating mines, 91 ships in distress and 363 survivors in the water.

In all, CAP members flew more than 750,000 hours during the war, with 65 killed in the performance of their missions. Of those, 26 died during coastal patrols. ▲



Photo by Lt. Col. Steven Solomon, Maryland Wing

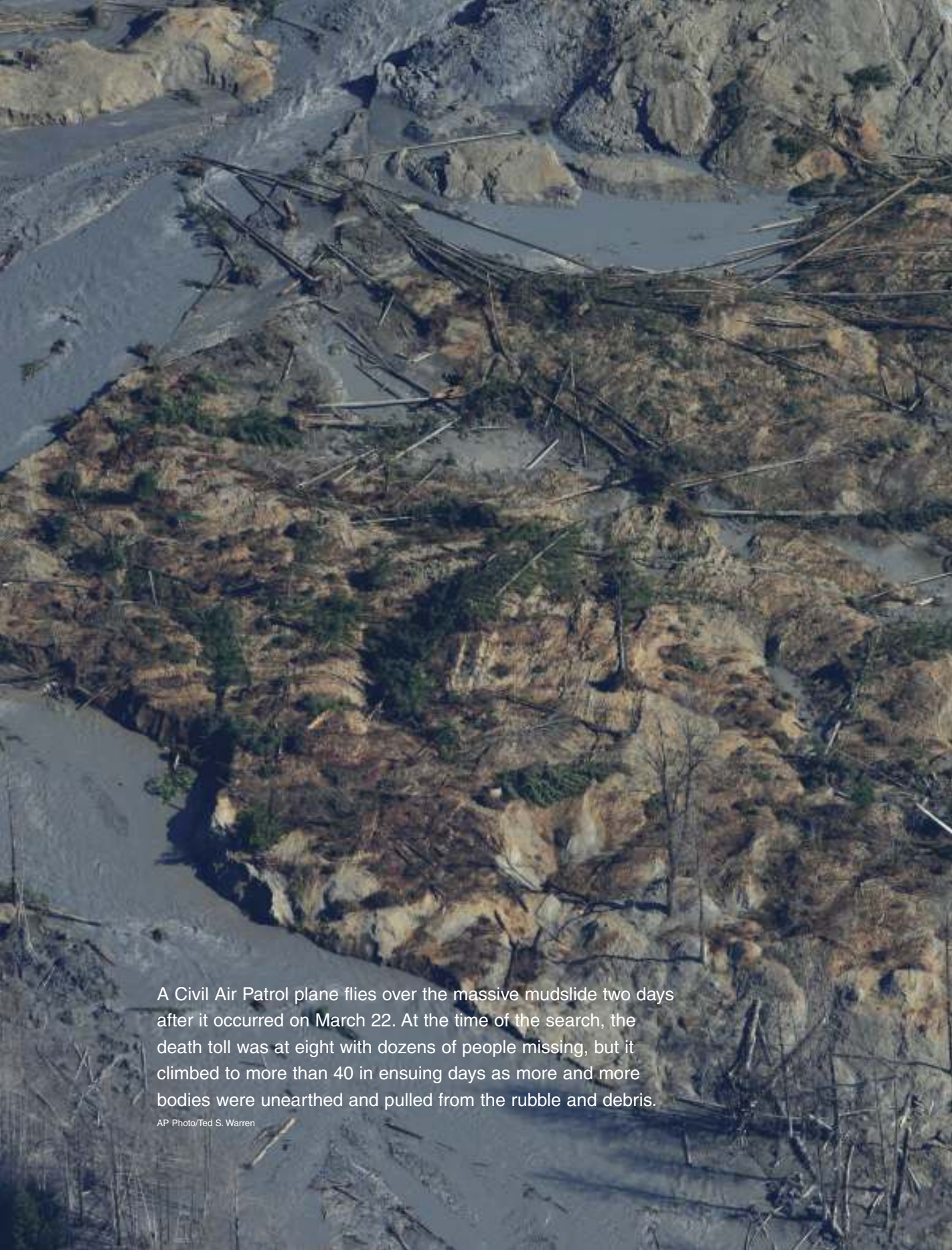
Another CAP World War II member was Meinhardt Raabe, who played the Munchkin coroner in “The Wizard of Oz,” pronouncing the Wicked Witch of the East “not only merely dead, she’s really, most sincerely dead.” Raabe joined CAP because, at 4-foot-7, he was 2 inches too short for the military. He served in the Michigan and Illinois wings and flew missions for the Coast Guard and Fire Service, whose own pilots had gone off to war.

FOR MORE DETAILS...

CAP’s Congressional Gold Medal website:
www.capgoldmedal.com/

To add to CAP’s list of World War II members:
www.caphq.gov/CAP.WorldWarII.web/WWIIReport.aspx

Information and supporting evidence can be submitted at www.caphq.gov/CAP.WorldWarII.web/WWII.aspx



A Civil Air Patrol plane flies over the massive mudslide two days after it occurred on March 22. At the time of the search, the death toll was at eight with dozens of people missing, but it climbed to more than 40 in ensuing days as more and more bodies were unearthed and pulled from the rubble and debris.

AP Photo/Ted S. Warren

An aerial photograph of a rugged, rocky terrain covered in debris, likely the aftermath of a mudslide. A small white aircraft with red markings is flying over the landscape in the lower-left corner. The text is overlaid on the upper right portion of the image.

The Washington Mudslide

**CAP members deploy technology,
serve as High Bird during deadliest
U.S. disaster of 2014**

By Markeshia Ricks



M

UDSLIDES ARE COMMON IN northwest Washington state, but this kind of devastation had the power to steal Maj. Khoi Duong's breath.

As he would later describe the scene to a colleague, it was as if God had scooped up all of the dirt from a big, black hole and scattered it in a 1-square-mile area.

That was the magnitude of the damage from the massive March 22 mudslide that swiftly gobbled up homes and people, resulting in a pile of rubble and debris that dammed the north fork of the Stillaguamish River and blocked State Route 530.

Duong was on his way to an aerial photography course the morning he got the call to grab his flight gear. He'd seen the previous day's news of the mudslide between Oso and Darrington, but even so he was unprepared for the scope of what he saw from 5,000 feet in the air.

"I'm looking down and I'm thinking to myself, 'Oh my God...,'" Duong said. "I'd never seen anything like that before. To see the slide from that vantage point was just breathtaking."

The Washington Wing was mobilized by the Washington State Department of Transportation through the Air Force Rescue Coordination Center just hours after the disaster, which claimed more than 40 lives. Wing members like Duong, who served as a mission scanner during the first full search day, provided support to first responders on the ground and in the air during the earliest days of the search for survivors. Civil Air Patrol's cellular forensics team also was tapped to help find people.

For two days, CAP members provided High-Bird communications relay for air and ground rescue teams working in the slide area, said Lt. Col. John Reno, director of emergency services for the Washington Wing.

"It wasn't just a bunch of dirt piled up somewhere, it was dirt piled up over the tops of people and not by a couple of inches, but by tens of feet." — Lt. Col. Patrick Courtney

They also took aerial photos to monitor any further movement in the slide area and provided air traffic advisories for airplanes and helicopters working in the vicinity. CAP made seven flights over the slide area, each averaging three to four hours.

In addition, Maj. Justin Ogden and Col. Brian Ready, CAP's cellphone forensics experts, called and sent text messages to 16 cellphones for people believed to be caught in the slide debris. They were able to determine that half of those they called weren't in the slide.

"People started calling us back or writing us back on text messages and we were able to determine they were not in the search area," Ogden said.

"There were some other phones that we could either say they were likely involved in the mudslide, or they definitely were in the area of the mudslide at the time the event happened. That's as far as we were able to take it. We were never able to tell them a specific portion of the mudslide to go search."

Lt. Col. Patrick Courtney of the Seattle Composite Squadron worked as a mission pilot during the search efforts. Like Duong, he was struck by the magnitude of the damage.

"What we saw was where the disaster really struck, which was on the other side of the river where all the homes where," Courtney said. "It brought a solemn reality to how devastating this thing really was."

Courtney, a CAP member since 2001, said he has previously worked floods, which usually result in property loss and displacement, but the slide was far and away one of the most tragic events he'd ever participated in.

"It wasn't just a bunch of dirt piled up somewhere, it was dirt piled up over the tops of people and not by a couple of inches, but by tens of feet," he said.

The slide affected every community in Washington, Courtney said, as people pitched in to do whatever they could to help, including collecting donations at local church services during the recovery effort.

Duong said he was grateful to be able to make a contribution.

"What I saw reinforced everything I've done in CAP up to this point," he said. "You train to serve your community and to be able to put that training to use — albeit in a small way — and it gives you a good feeling inside." ▲

1 Working the Pile

This aerial photo of what was left of two residences gives a clear perspective of how difficult it was for work crews in the aftermath of the Washington state mudslide. Several septic systems were breached and mixed into leaking hazardous materials, bacteria and other pathogens, which slowed down the recovery efforts. Photo courtesy of Thomas M. Peterson/

Washington State Department of Transportation

2 The Response

This side-by-side look at a part of the mudslide area shows the devastation caused by the natural disaster. The aerial photo at left was taken before the mudslide, while the image at right was made three days after it occurred. Photo by Lt. Col.

John Reno, Washington Wing

3 CAP's High Bird

First Lt. Michael Pierce prepares for flight in the wake of the Washington state mudslide. His CAP High Bird provided a communications link for aircraft and ground teams responding to the mudslide. Photo by Lt. Col. John Reno, Washington Wing





Wings Provide Aerial Damage Assessment Photos

**Missions document
spring tornadoes for
state, federal
agencies**

By Markeshia Ricks

Civil Air Patrol members in Arkansas, Mississippi and Tennessee took to the skies to help state and federal officials document storm damage after tornadoes swept through the South in April.

CAP has worked with the National Oceanic and Atmospheric Administration/National Weather Service for more than a decade to provide imagery after major weather events, said Lt. Col. John Desmarais, director of operations at CAP National Headquarters.

In many instances NWS personnel fly with CAP aircrews to document the aftermath of a storm before cleanup begins. CAP wings work with NOAA/NWS on average three to four times a year, Desmarais said.

“The key is we’re a relatively inexpensive, airborne resource that is available in the community,” he said. “We’re well-positioned around the country to fly National Weather Service personnel at a moment’s notice.”

That capability was tested this spring when members of the Arkansas Wing were tapped by the state Department of Emergency Management to take aerial video and photos of the hardest-hit areas, said Maj. Blake Sasse, the wing’s public affairs officer.

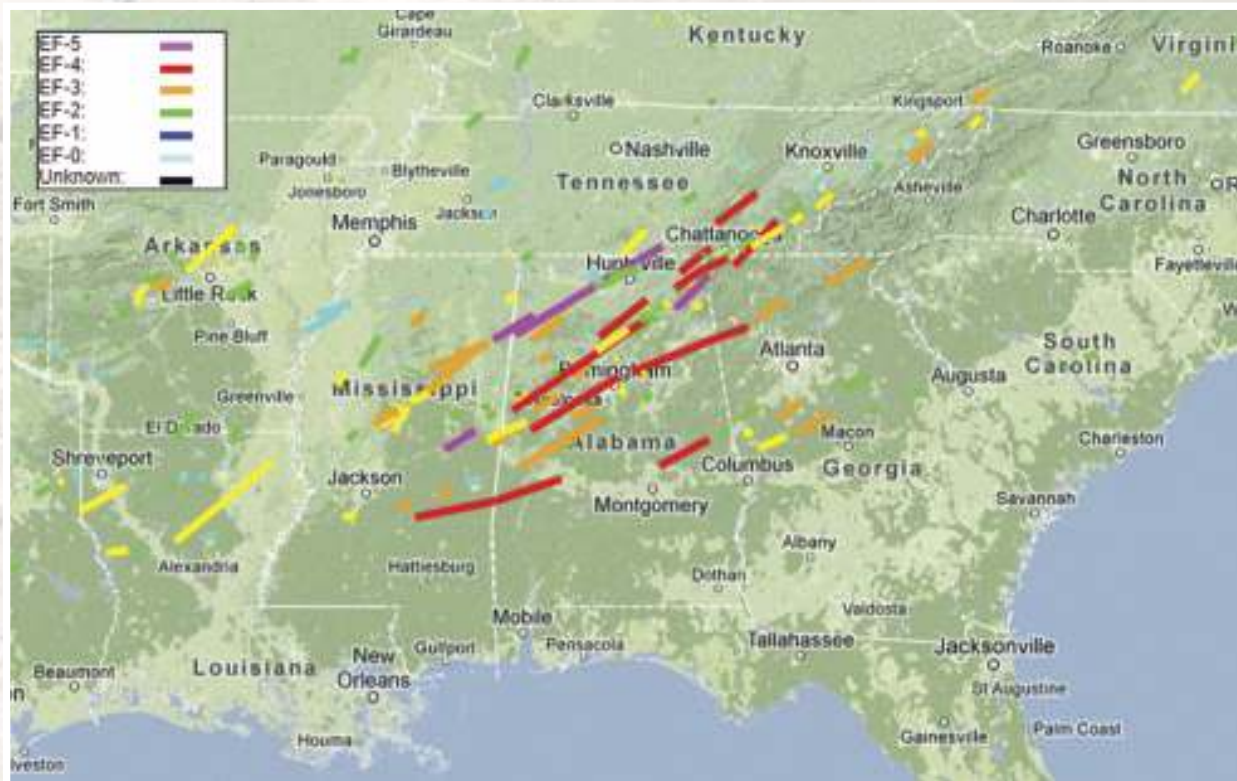
Crews flew 22 sorties, including eight photo reconnaissance flights, at the request of ADEM over the towns of Ferndale in Pulaski County and Mayflower and Vilonia in neighboring Faulkner County. Two days later, at the NWS Little Rock’s request, the Arkansas Wing took Senior Forecaster John Lewis and meteorologist intern Sean Clark up to photograph the tornado track from Ferndale to El Paso in White County.

The flight was one of maybe a half-dozen Lewis has received from CAP over the years to assess tornado damage. He’s also gone up an equal number of times to help assess flood damage.

Surveying a tornado’s track from the ground can be difficult, Lewis said, because it’s hard to determine whether you’re looking at a continuous track.

“Flying gives you a different perspective of tornado damage than what you experience on the ground,” Lewis said. “Where a flight really helps is to tie up loose ends.”

“In the air, you can tell much more easily where a tornado started and ended,” he said. “Flying with CAP took the guesswork out of our post-storm decision-making.”





Mississippi

Tornadoes in Mississippi caused damage in Tupelo.



Cadet Capt. Edward Sanders of the 42nd Composite Squadron in Little Rock handles radio traffic with airplanes participating in the Arkansas Wing mission.

Photo by Maj. Blake Sasse, Arkansas Wing

In Mississippi, a Golden Triangle Composite Squadron aircrew flew a photo mission and a Desoto Composite Squadron aircrew took a NOAA/NWS forecaster aloft. At least 15 tornado-related deaths were reported in the state.

Mississippi Wing aircrews flew two missions and obtained more than 300 aerial images used by the city of Tupelo, the National Weather Service and the Federal Emergency Management Agency. About a dozen wing members, both in planes and on the ground, provided communications relay and assisted with damage assessment.

Members of the Tennessee Wing were asked to provide aerial photographs of the destruction in Lincoln County, which killed a couple in the Flintville area. Aircrews took photos there and in neighboring Moore County so the Tennessee Emergency Management Agency could assess the damage.

On April 30 the Tennessee Wing took more than 80 aerial images of tornado damage, said Maj. Rob Borsari, incident commander for the event.

Borsari said the wing flies disaster relief missions as needed.

“Fortunately, that means we do disaster imagery fairly rarely — about once a year for the last three years,” he said. “We also fly search and rescue several times a year on average. In order to be prepared when called, we train every month to fly search and rescue and disaster relief missions.”

It’s an honor to be trusted to perform such an important service, said Borsari, the wing’s director of emergency services.

“Every member of Tennessee Wing is proud to serve our country, our state and our neighbors as best we can,” he said. “It means everything to me personally to be able to use my training and skills to assist in times of disaster.” ▲

Winter SAR

By Jennifer S. Kornegay Across America, CAP members leave the comforts of home to battle the elements, always with the mission to save lives

For decades, the U.S. Postal Service has boasted that “neither snow, nor rain, nor gloom of night” could keep the good men and women of its ranks from doing their duty. In the wake of several recent search and rescue missions, it’s safe to say CAP can confidently make the same claim.

In Colorado, Arkansas and Michigan, three recent missions were carried out in vastly different terrains but with one common thread — CAP was at the forefront in overcoming serious weather hazards to produce two lives saved and one find.

Not in Kansas Anymore

On Feb. 11, CAP helped locate 66-year-old Clark Nelson, who was found safe, but shivering, in his truck in remote Cheyenne County in eastern Colorado. Nelson had left his home in Kansas two days before. He called 911 after making a wrong turn and getting his Chevrolet Tahoe stuck in a field. He was able to make a second call before his phone went dead and a search and rescue effort was launched.

That night, members of the Colorado Springs Cadet Squadron drove three hours to relieve fire and rescue personnel who had been looking for Nelson all day. Upon arrival, they split up to conduct a night search in their vehicles,

A Kansas man was found shivering but safe in his Chevrolet Tahoe in eastern Colorado after a two-day search by CAP. Clark Nelson, 66, said he made a wrong turn and ended up in this snowy field, where he was stranded for two days.



knocking off around midnight. Plummeting temperatures, a thick blanket of fog, low clouds and windy conditions resulted in a miserable and unsuccessful search.

The next day ground teams continued their search, and when the weather improved, two CAP planes flew grids linked to cellphone forensics data. Nelson's truck was spotted during one plane's second flight of the day.

"Weather was definitely a factor," said Capt. Loren Lancaster, pilot of the CAP plane that found Nelson. "This was the first time I did a search where the ground was covered by fog, and that was a challenge."

"Having a highly skilled observer, Maj. Paul Carter, and a highly skilled scanner, Lt. Col. Mike Linn, in the

aircraft made all the difference," Lancaster added. "Maj. Carter used a combination of paper and electronic maps to provide a precise form of micro-navigation over the fog-covered areas where very few landmarks were visible. Mike really had to stay focused with all the fog and the snow; everything looked the same, but he kept looking and finally saw a black dot in a white field."

Cadet 2nd Lt. Carlin Idle, a member of the Colorado Springs ground team, was thrilled to be a part of the rescue: "I thought it was awesome that we got to participate and eventually save this man's life. It was great to have the years of learning, practice, exercise and training all come together to find him."

"With all the fog and the snow everything looked the same, but he kept looking and finally saw a black dot in a white field."

— Capt. Loren Lancaster, Colorado Wing

A Long Road Home

Jake Harrell, a part-time pilot for the Arkansas Forestry Commission, was flying a scheduled patrol when his plane went down Jan. 31, kicking off one of the longest, largest and most arduous SAR missions in the Arkansas Wing's history. It was also the largest in the state's recent history in terms of the number of agencies and personnel involved.

While everyone was on task and ready to do the job, Mother Nature had other ideas.

"Weather was our biggest hurdle," said Lt. Col. Bobby Allison, CAP's incident commander for the mission and the Arkansas Wing's director of emergency services.

"We were fighting snow, ice and IFR conditions off and on for days," requiring pilots to fly by relying on their instruments rather than their view of the landscape.

Almost two weeks after the mission started, a Cessna from the 95th Composite Squadron in Texarkana,

crewed by Lt. Col. Loren Ainsworth, Maj. Ed Goodman and Capt. Carol Collins, spotted the downed plane.

"What our crew did, finding that plane, where it was in such mountainous terrain and with the weather, was nothing short of a miracle," said Arkansas Wing Commander Col. Doug Alexander. "National Guard helicop-

ters had done several passes of the area at 500 feet without seeing it, and we had had planes over that area for a week. It took just the right time of day with the right light to see it."

"The result was a sad one, but we all looked at it as a rescue versus a recovery until the very end," Allison said. "That keeps you going, knowing there could be

someone out there counting on you to get to them."

"I was really impressed with our guys; we were all business and did what we were trained to do," Alexander said. "I heard comments from some of the other agencies saying, 'Can you believe these guys? They are volunteers.



Photo courtesy of Arkansas Forestry Commission



Photo courtesy of Arkansas Forestry Commission



Photo courtesy of Arkansas Forestry Commission

Col. Doug Alexander, Arkansas Wing commander, made several flights in the search for a downed Forestry Commission pilot in January. ■ Inches of ice sticking to everything, and more snow and freezing rain still falling, made the Arkansas SAR difficult and perilous for all involved. ■ After a 12-day search amid awful weather, the missing Arkansas Forestry Commission pilot's body was found and brought home. The Arkansas Wing played an integral role in the search; it was a CAP plane and aircrew that finally spotted the plane.

They are not getting paid for this.' That made me feel good, that the others noticed our service."

"It was an awful reason that we had to come together, but that being said, I have never had the privilege of working with a better group of people," said Adrienne Barnes, information officer for the Forestry Commission. "It was unbelievable watching state and federal agencies, CAP and other volunteers pulling together across an area that spanned

thousands of acres and included multiple jurisdictions.

"CAP in particular played such an important role; we knew pretty quickly that the aerial search was going to be our best bet, and we needed the right planes and right people on the right grid. All of us at the Forestry Commission are so grateful to CAP and everyone for bringing their talents and abilities to bear to help us find and bring him (Jake) home."

"Jake was a good man and a great pilot, so all of us at the Forestry Commission are so grateful to CAP and everyone for bringing their talents and abilities to bear to help us find and bring him home." — Adrienne Barnes, information officer for the Arkansas Forestry Commission

Snowy Save

A Minnesota father and son got more than they bargained for while snowmobiling in blizzard conditions in the forests of Michigan's Upper Peninsula in late January. Benjamin Jenney Sr. and Benjamin Jenney Jr. lost their way and ended up spending the night in the cold and snow. This time, CAP's cellphone forensics helped save the day.

"We had a general location of where these guys' phones were for about a six-hour window and had a

pretty good idea of where they were when they first went missing," said Maj. Justin Ogden of CAP's cellphone forensics team. Using that data, Ogden was able to narrow the search area down to less than a five-mile radius.

"It was a major benefit to us to have CAP involved," said Michigan State Trooper Bill Whitt. "They were great at keeping us updated, which was comforting to the family. But it was the cellphone forensics that made this a successful mission.

"That analysis took us from a 36-square-mile area to search to a much smaller one. Once we had that data, our park rangers used this information along with their extensive knowledge of the area to narrow it down to a 1-mile by 2-mile area and to get to the guys really quickly," Whitt said.

Had the search gone on another day, Whitt and others believe the father and son might not have made it. ▲

Lt. Col. Stephen Cassani was called in to help Michigan State Police find a missing father and son lost in a rural part of the state. He and other team members who worked the mission never even left their homes, but proved crucial to the search's success by assisting cellphone forensics teams.





AP ARNOLD, commanding general of the Army Air Forces during World War II, once said, “I have watched Civil Air Patrol grow from a crisis-born idea into a national institution, and I am confident it will continue to carry on its truly American program for many years to come.”

Over the past seven decades, CAP has evolved into a world-class public service organization providing emergency services, search and rescue, aerospace education and youth programs. And yet, despite all these changes, one critical component of the CAP experience has remained the same — you, the dedicated member. You continue to serve as from the beginning, with a bold sense of patriotism and duty unmatched by any other volunteer organization.

While CAP is a private organization, its role as the Air Force auxiliary allows it to participate in such vital missions as Green Flag, over 200 intercept flights annually like Falcon Virgo and Fertile Keynote, counterdrug and drug interdiction, and in an average year we are credited with saving more than 70 lives. In short, CAP is a cost-effective force multiplier for the Air Force, providing \$155 million in manpower just last year. The organization’s prestige in military circles is so respected that CAP is now a nonvoting member of the Air Reserve Forces Policy Committee (ARFPC) consisting of Air Force, Reserve and National Guard members.

Last month, perhaps based on the weight of our achievements, CAP was extended a rare invitation to brief Air Force senior leaders during its Corona Top annual conference held at Wright Patterson Air Force Base, Ohio. It represented a coming of age for CAP that such a prestigious body would want to know more about our missions, goals and accomplishments. The senior leaders included Secretary of the Air Force Deborah James, Chief of Staff Gen. Mark Welsh III, Chief Master Sgt. of the Air Force James Cody and numerous three- and four-star Air Force generals. During the discussion period after the briefing, the participants talked about opportunities for expanding CAP’s missions

“There is nothing stronger than the heart of a volunteer.”

— Gen. Jimmy Doolittle, April 1942



Maj. Gen. Chuck Carr shares a light moment during lunch in downtown Montgomery, Ala., with fellow participants in CAP’s National Staff College, held in May at nearby Maxwell Air Force Base, site of National Headquarters. Photo by Maj.

Crystal Housman, California Wing

and for providing additional support in the future.

In a change of command ceremony in August lasting just 10 seconds, my passing the flag to Brig. Gen. Joe Vazquez will start a new chapter in Civil Air Patrol's long and distinguished history. I remember my change of command and thinking, three years have passed so quickly.

With the continued, unselfish dedication of our members, the future of CAP will be extremely bright with endless opportunities.

Gen. Jimmy Doolittle, who led the Tokyo raid in April 1942, said, "There is nothing stronger than the heart of a volunteer." That is so true of CAP members.

I am honored to have had the opportunity to serve as your national commander, and I am proud of the ways in which we have worked together to move the organization forward. It has been an honor and a privilege to serve you.



Charles L. Carr Jr.



Carr is sworn in as national commander by U.S. Air Force Maj. Gen. Garry C. Dean, then commander of Air Forces Northern, during CAP's Annual Conference in Louisville, Ky., in August 2011. Looking on is Carr's wife, Erena. Photo by

Susan Schneider, CAP National Headquarters



Carr addresses attendees at the 2012 Annual Conference in Baltimore. Photo by Susan Schneider, CAP National Headquarters

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Another CyberPatriot

First for CAP

California cadets claim inaugural Middle School Division championship

By Dan Bailey

The California Wing's Beach Cities Cadet Squadron 107 team claimed the inaugural Middle School Division championship when final results were announced this spring for CyberPatriot VI, the Air Force Association's national cyber security championship for high school and — beginning this year — middle school teams.

The Beach Cities team defeated the entry from Marine Military Academy in Harlingen, Texas, for the title.

The California Wing squadron actually fielded two teams in the CyberPatriot VI finals in National Harbor, Md. The second team, consisting of older cadets, was one of three representing Civil Air Patrol in the 14-team final field in the All Service Division, along with the Colorado Wing's Colorado Springs Cadet Squadron and

South Dakota Wing's Big Sioux Composite Squadron.

Final results were announced at the awards banquet after two days of competition at the Gaylord National Harbor Convention Center.

Lt. Col. Mark Williams, who coached both the Beach Cities squadron's middle school and All Service teams, called the triumph "quite a point of pride" for the younger cadets and the units, as well as CAP.

"These middle school students have to really focus and concentrate with their age level's short attention span," Williams said. "They trained right along with the high school team and had to practice three days a week in addition to their regular squadron meetings and keeping their grades up — and they wanted to do more!"

"Both the teams worked hard for this competition

and we are very proud of what they accomplished,” Williams said.

All three CAP teams in the All Service Division made their third appearance in the championship round. Cadets from Beach Cities also reached the finals in 2010 and 2011, and both the Colorado Springs and Big Sioux teams made the finals in 2012 and 2013 as well, with the Colorado cadets taking the national title in 2012 — the second in a row for a CAP entry, after a team of cadets from three Florida Wing squadrons captured the 2011 championship.

Finishing first this year was the Air Force Junior ROTC team from Clearfield Heights High School in Clearfield, Utah. Second place went to the Marine Junior ROTC team from Montachusett Regional Vocational Technical School in Harlingen. The Navy Junior ROTC team from Patrick Henry Junior High School in San Diego placed third.

CAP and Air Force Junior ROTC each accounted for three of the final 14 teams, having split the two available wild-card slots. The Army, Marine Corps and Navy junior ROTCs and Naval Sea Cadets were represented with two teams each.

A dozen teams competed in the Open Division, available to all accredited public, private and parochial high schools and registered home school programs. The team from North Hollywood High School in North Hollywood, Calif., took the Open title. The team from Grissom High School in Huntsville, Ala., finished second, and the Summit Technology Academy team from Lee’s Summit, Mo., came in third.

The All Service and Open divisions for CyberPatriot VI totaled a record 1,537 teams from all 50 states, the District of Columbia, Puerto Rico and Canada, as well as the U.S. Department of Defense Dependent Schools in Japan, South Korea and Germany.

Of the 864 teams in the All Service Division, CAP squadrons accounted for 360, or 42 percent — 38 percent more than the 261 CAP teams participating in CyberPatriot V.

Competition began Nov. 15.

During each of the first three rounds, teams were

faced with realistic computer network threats at their home locations. Each team had six hours to seek out weaknesses in simulated online networks and to work to defend those networks from threat scenarios.

Teams were scored according to how quickly and effectively they established and maintained secure networks.

Established by the Air Force Association in 2009, CyberPatriot is designed to inspire students toward careers in cyber security or other science, technology, engineering and mathematics (STEM) disciplines critical to the nation’s future.

The Northrop Grumman Foundation is the presenting sponsor for CyberPatriot VI. It is also presented by two founding partners — the Science Applications International Corp., or SAIC, and the Center for Infrastructure Assurance and Security, or CIAS, at the University of Texas at San Antonio.

Registration for CyberPatriot VII began in early April. There is no cost for any CAP cadet squadron wishing to participate. More information is available on CAP’s CyberPatriot page at www.capmembers.com/cadet_program/activities/cyber_patriot. ▲

Middle School Champs

Opposite, members of the Middle School Division champion Beach Cities Cadet Squadron 107 team — from left, Cadet Airmen Roberto Munoz and Steve Velasco, Cadet Airman 1st Class Amy Ross, Cadet Tech. Sgt. Harmont Grenier and Cadet Airmen Alejandro Munoz and Alfredo Corrales — raise their fists in triumph after placing first in their division. Photo courtesy of Air Force Association

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Johnson Flight Academy Recognized as National Cadet Special Activity

By Mitzi Palmer

For 48 years, Civil Air Patrol's Lt. Col. Raymond J. Johnson Flight Academy has annually offered cadets an opportunity for ground school and flight training in southeastern Illinois. Founded by a longtime commander who is still a member of the Arizona Wing, the academy is now one of more than 30 CAP National Cadet Special Activities that allow cadets to fine-tune their skills in various areas, including search and rescue, flight, emergency services, science, leadership fundamentals, citizenship, military customs and courtesies and aerospace technology.

The pace at the Johnson academy can be intense, given how often cadets take flight.

"In a typical environment, participants would only be flying two or three

Cadet Staff Sgt. Jose Rocha of the California Wing reviews his notes from a day of training at Johnson Flight Academy. Students use the Federal Aviation Administration Pilot's Handbook of Aeronautical Knowledge for ground school. Photos by Capt. Robert

Bowden, Michigan Wing



times a week,” said Steven J. Trupp, CAP’s program manager for cadet programs. “We have them up almost every day, and sometimes multiple flights in a day.”

This year, the Johnson academy drew 64 participants to Mattoon, Ill., for a total of two sessions from June 6-June 20. Along with daily flight instruction conducted out of Coles County Memorial Airport, cadets received thorough ground instruction in their respective programs.

Col. Rick Oeth, Illinois Wing commander, said the academy has a mission of “providing a safe, low-cost, high-quality flight experience that will help shape tomorrow’s aerospace leaders.”

As one of the longest-running, if not the longest-running, flight academy in CAP, Johnson academy was one of the earliest templates the organization drew on to create future NCSA flight academies throughout the country.

“The academy is also distinctive in that it gives instruction in balloon, gliders and powered aircraft,” Oeth said. “This year, two cadets participated in the G1000 course, 36 in the power course, 20 in the glider course and six in the balloon course.”

Depending on age and skill level, the academy also provides many participants the opportunity to complete a solo flight and earn their wings.

“Nowhere else in CAP can you go to one activity and

learn how to fly three different categories of aircraft, along with the opportunity to earn wings,” said Capt. Robert Bowden, the academy commander. “There is a reason we have a 25-30 percent return rate year to year among cadets.”

Most of the cadets who participate in the academy have a vision for a career in some form of aviation. Some will move on to pursue careers in the military, some will become pilots and some will take the aerospace education path.

“It has been a true honor to serve as the 2014 Johnson Flight Academy commander,” said Bowden, who soloed at the academy when he was a 16-year-old cadet and is now a certified flight instructor and public affairs officer for CAP’s Michigan Wing. “I know exactly how these cadets feel as they are progressing through their training.

“The opportunity to give back and help train future aviators is why I keep coming back every year. It gave me the start in aviation, and I am proud to help give others that same start.”

Now that the academy is considered a CAP National Cadet Special Activity, cadets who attend receive the NCSA ribbon.

“It levels the playing field and allows us to reward our members who attend,” Bowden said. ▲



Cadet participants preflight their aircraft at the Johnson Flight Academy.



Cadet Maj. Matt Robbins of the Missouri Wing checks the fuel before a training flight in a CAP Cessna 182 G1000.

Newly Accredited NCSAs

In addition to the Johnson Flight Academy, 18 other cadet wing and region activities were accredited as National Cadet Special Activities within the past year:

- Great Lakes Region Glider Flight Academy (Illinois)
- Great Lakes Region Powered Flight Academy (Wisconsin)
- Middle East Region Powered Academy (Fort Pickett, Va.)
- North Central Region Combined Flight Academy (Mankato, Minn.)
- North Central Region Powered Flight Academy (Fremont, Neb.)
- Northeast Region Glider Flight Academy (Fredericksburg, Pa.)
- Northeast Region Glider Flight Academy (Springfield, Vt.)
- Northeast Region Glider Flight Academy (Bethel, Pa.)
- Northeast Region Powered Flight Academy (Maine)
- Southeast Region Glider Flight Academy (Georgia)
- Southwest Region Powered Academy (Oklahoma)
- Texas Wing Glider Flight Academy (Nacogdoches, Texas)
- Texas Wing Powered Flight Academy (Nacogdoches, Texas)
- Hawk Mountain Ranger School (Pennsylvania)
- LoneStar Emergency Services Academy (Big Sandy, Texas)
- Middle East Region Honor Guard Academy (Edneyville, N.C.)
- Southeast Region Cadet Leadership School (Knoxville, Tenn.)
- Southwest Region Cadet Leadership School (Santa Fe, N.M.)



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FROM CAP TO THE AIR FORCE

A Hero Emerges

By Kristi Carr

Dangling 50 feet above the Afghan terrain, U.S. Air Force pararescueman Staff Sgt. Thomas Culpepper was in the process of hoisting a second Army Pathfinder into the hovering HH-60G Pave Hawk. The first soldier he had brought up was critically wounded. Suddenly, the aircraft lost its lift — the result of a combination of heat, weight and altitude. The pilot called for a “shear,” meaning to cut the cable and drop the men back to earth.

But that could set off improvised explosive devices on the ground, where another soldier waited to be rescued. Instead, the flight engineer quickly completed the hoist as the helicopter dropped to within 2 feet of the ground. The pilot turned the aircraft to a place where the helicopter could recover its lift, while a wingman went in to extract the third man. This is the stuff of medals for valor.

The fuel

Culpepper credits his upbringing for instilling in him the importance of service to others. His father, in particular, grew up with hard, traditional values, he said. As Culpepper explained, “My father’s motto was ‘If you can

help someone, do it.’”

As a youngster, Culpepper took up Scouting as a path to service, but eventually he wanted more.

The match

That’s when he discovered Civil Air Patrol and joined the Florida Wing’s Seminole Composite Squadron as a cadet. “I was motivated by CAP’s search and rescue work, and I was also interested in flying.”

A year later, when his family moved to Virginia, Culpepper took CAP with him, transferring to CAP squadrons there and finishing his cadet career by serving as cadet commander for the National Capital Wing’s Mount Vernon Composite Squadron.

Two influences impacted his life while he was a cadet in Virginia. One was his participation in a CAP summer special activity for pararescue orientation; the other was Lt. Col. Peter K. Bowden, his squadron’s commanding officer. “He lit fires under all of us,” Culpepper recalled. “Under his leadership, we learned to operate beyond our years when it came to professionalism. He was always there when we needed him, and he always had the right answer.”

“That CAP pararescue course I took as a cadet sealed the deal for me. And if it weren’t for CAP, I wouldn’t have even thought of a military career. Now I’m thinking we’re going to ride this one out.” — U.S. Air Force pararescueman Staff Sgt. Thomas Culpepper

The fire

After attending George Mason University, during which time he continued in CAP as a senior member, and working in the computer field, Culpepper eventually admitted to himself that pararescue was what he really wanted to do. He joined the Air Force in 2004.

But he still had a long way to go. “Lingering in the back of my mind,” he said, “was the question of whether I could do pararescue work, given that 80-90 percent of those who try out fail.” He quelled his fears, however, and applied for the pararescue indoctrination course, which he described as a 12-week tryout with no guarantees.

And, in fact, it was not a sure shot for him. He went through the tryout three separate times.

“Despite my initial failures, they saw something in me and I kept getting invited back. It took a little bit of pain, but, in the end, I made it!” he said.

What followed was a year and a half at some very tough military schools. By the time he was dangling above Afghanistan in 2011 to rescue those trapped Army soldiers, he was the leader of his pararescue team, part of the 58th Rescue Squadron out of Nellis Air Force Base, Nev., and on his first deployment to Afghanistan.

The warmth

In March, Culpepper was awarded the Air Force’s Distinguished Flying Cross with Valor for his actions that day. The Air Force is the only U.S. military branch that awards this medal for heroism for actions taken while participating in aerial flight.

“We just got lucky,” he said modestly.



Wearing the maroon beret of a U.S. Air Force pararescueman and the Distinguished Flying Cross with Valor, Staff Sgt. Thomas Culpepper shares a salute with Air Force Lt. Gen. Bradley Heithold, U.S. Special Operations Command vice commander, on the day of the medal ceremony. Photo courtesy of U.S. Air Force Mass Communication Specialist 2nd Class Kevin Gray

While the critically injured soldier Culpepper first hoisted into the helicopter succumbed to his wounds, the rescuers could take some comfort in knowing they had done all they could. And the other two soldiers were delivered from a very dangerous situation.

“With our training and mission taskings, we are the ones who can reach people who

would otherwise not be saved,” Culpepper said. “Giving them a second chance at life is the greatest thing you can do for someone.”

Now with a decade of service in the Air Force, Culpepper is currently assigned as a dive instructor with the 342nd Training Squadron Detachment 2 Air Force Combat Dive Course at the Naval Diving and Salvage Center in Panama City, Fla., but he looks forward to returning to pararescue work.

“That CAP pararescue course I took as a cadet sealed the deal for me. And if it weren’t for CAP, I wouldn’t have even thought of a military career,” he said. “Now I’m thinking we’re going to ride this one out.”

The day he received his medal for valor, Culpepper wrote to Bowden: “So I got this medal today and wanted to say thank you. Believe it or not, those CAP ground team values you taught still hold true with me and led to an event like this.”

Bowden said, “I have been in CAP for 27 years and have gotten a few of these types of correspondence from former cadets. It never gets old! I am proud of the cadets who have gone on to accomplish amazing things and continue to contribute to this great nation.” ▲



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Cadets put First Aid Training to work to help injured Georgia woman

By Jennifer S. Kornegay

SEVERE WINTER WEATHER HIT MANY areas of the Southeast in January, creating multiple emergency situations. A woman in North Georgia experienced hardship firsthand, but she also experienced the compassion and skill of two courageous CAP cadets.

On Jan. 28, Cadet Senior Airman Daniel Stephens, 16, of the Georgia Wing's Ellijay Composite Squadron was heading home from gathering firewood when he noticed a truck about to drive up the steep hill in front of his house. His younger brother, Cadet Airman 1st Class Gage Stephens, 14, had already seen the truck and motioned to the people inside that the ascent was too risky, due to the quickly accumulating ice and snow.

Daniel also warned the truck to turn around, but the driver decided to give it a try anyway.

Just a few minutes later, Frank Stephens, the boys' father, was looking out a window and saw the truck sliding off the road. "He told me what was happening, and I just grabbed my jacket and safety vest and headed out," Daniel said.

The truck slid down the hill and into a tree. Before Daniel made it to the truck, the driver had stepped out, and when the truck shifted a bit she lost her footing and tumbled almost 100 feet down the rocky hillside.

Daniel acted quickly but deliberately. "I got to her fast and identified myself," he said. "I told her I had search and rescue training and that she would be fine."

He carefully laid her on her back, then noticed the passenger of the truck making her way toward him and the driver. "She told me she had some first responder training, so I asked her to help me do a c-spine (immobilization)," Daniel said.

Later, at the hospital, an examination showed the driver had several fractured ribs and a shattered vertebrae (which had to be replaced), so by keeping her immobilized Daniel helped prevent further injury.

Gage had called the paramedics when the accident happened, but with the winter weather wreaking havoc on driving conditions, they took awhile to arrive. With

Gage and his father's help, in addition to keeping the victim still, Daniel prevented her from sliding the rest of the way down the hill and kept her warm by covering her in his own jacket before Gage got to them with blankets.

Of everything he did to assist the woman, Daniel believes the most important thing was keeping her calm — something he had learned from CAP. “I would have known not to move her from some previous first aid training,” he said. “But I would not have been as calm as I was without CAP. The confidence CAP training has given me really came into play. You have to stay calm and collected in situations like that and rely on your training. You don't want the victim to pick up on your stress and get panicked.”

Tony Pritchett, the Gilmer County fire chief and Emergency Management Agency director, said Daniel's actions made him a real asset on the scene. “As far as I'm concerned, it is great that we have a resource in our community like CAP,” Pritchett said. “CAP gave those boys the base knowledge to help and help correctly. That helps us do our job. I can't state my appreciation enough that these folks are available and help when they can.

“Had we not had Daniel's help, we would have had an extended incident,” he said.

Cadet 1st Lt. Robert Mallinak, cadet commander of Daniel's squadron, wasn't surprised at all when he heard the story. “Our emergency services training obviously came into play, and the way he acted fit with the character and skills he's learned in CAP,” Mallinak said. “I heard that he put himself at some risk, too, but that is who he is. Daniel always puts others ahead of himself.”

Frank Stephens is proud of both his sons and pleased with the things they've learned in CAP too, but seeing Daniel in possible danger rattled him at first.

Georgia Speaker of the House David Ralston presents resolutions to Cadet Airman 1st Class Gage Stephens, center, and his brother, Cadet Senior Airman Daniel Stephens, in recognition of their acts of heroism in assisting a motorist who lost control of her truck and fell down a hillside during a winter storm.



“When the victim rolled out of the truck, it had come to rest against a tree sideways on a 45-degree hill,” the elder Stephens said. “I was thinking the truck might come down the hill and hit Daniel, and I told him to get out of the way, but then I saw that he was helping someone, and he stayed with her. I am proud of both of the boys. Gage helped in every way he could too, carting equipment around and such.”

Daniel knew about the truck's potentially precarious position but never concentrated on the possible risks when he stepped out into the snow. He knows his actions made a difference in the outcome and hopes others would have done the same.

“I just thought, ‘If I was in a situation like that, I would want help,’” he said. “I like to help when I can, and I could. CAP gave me the knowledge to really do something important.” ▲

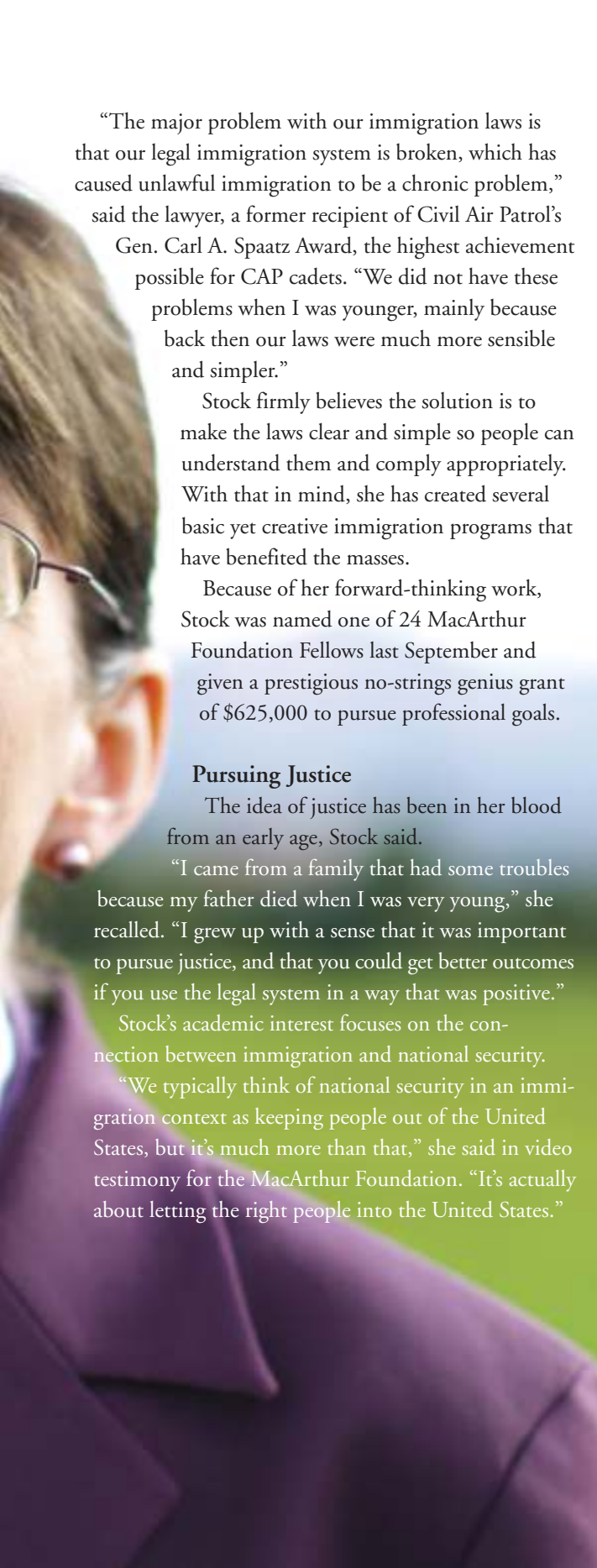
Former Cadet Receives Prestigious Genius Grant

*Margaret Stock Named
MacArthur Fellow*

By Mitzi Palmer

*Far north, in Anchorage,
Alaska, Margaret Stock
spends her days challenging
America's immigration and
national security laws.*





“The major problem with our immigration laws is that our legal immigration system is broken, which has caused unlawful immigration to be a chronic problem,” said the lawyer, a former recipient of Civil Air Patrol’s Gen. Carl A. Spaatz Award, the highest achievement possible for CAP cadets. “We did not have these problems when I was younger, mainly because back then our laws were much more sensible and simpler.”

Stock firmly believes the solution is to make the laws clear and simple so people can understand them and comply appropriately. With that in mind, she has created several basic yet creative immigration programs that have benefited the masses.

Because of her forward-thinking work, Stock was named one of 24 MacArthur Foundation Fellows last September and given a prestigious no-strings genius grant of \$625,000 to pursue professional goals.

Pursuing Justice

The idea of justice has been in her blood from an early age, Stock said.

“I came from a family that had some troubles because my father died when I was very young,” she recalled. “I grew up with a sense that it was important to pursue justice, and that you could get better outcomes if you use the legal system in a way that was positive.”

Stock’s academic interest focuses on the connection between immigration and national security.

“We typically think of national security in an immigration context as keeping people out of the United States, but it’s much more than that,” she said in video testimony for the MacArthur Foundation. “It’s actually about letting the right people into the United States.”

Stock also believes immigration isn’t just about physical security: “It’s about economic security. It’s about civil liberties. It’s about freedom. It’s about the right to bring up your family without having your family torn apart.”

Creative Programs

As a former 28-year member of the U.S. Army Reserve and retired lieutenant colonel in the military police, Stock’s career is grounded in military roots.

In 2008, when the Army was in the midst of a recruiting crisis, she began the Military Accessions Vital to the National Interest program in cooperation with the departments of Defense and Homeland Security.

“They were having a very difficult time in the midst of a war finding volunteers for the all-volunteer force,” Stock said. “In reality, there were lots of people out there that were highly qualified and interested in joining the military. But because our legal immigration system is broken, and has been for some time, it had become extremely difficult for people to get a green card.”

That prompted Stock to approach the Pentagon to try to start a recruiting program that would allow legal immigrants who didn’t yet have green cards to join the military.

“The program initially had a quota in the Army of 890 people, and nearly 15,000 people signed up to fill those slots,” she said.

Stock also created the American Immigration Lawyers Association Military Assistance Program, which provides free legal help to military members and veterans with immigration problems.

In addition, she prompted creation of the Naturalization at Basic Training Initiative, an intergovernmental program designed to promote and expedite American citizenship for military personnel by reducing processing times and providing naturalization ceremonies at basic training locations.

Immigration lawyer Margaret Stock, seen here outside her office in Anchorage, is one of two dozen 2013 MacArthur Foundation Fellows. Photo courtesy of the John D. and Catherine T. MacArthur Foundation

The MacArthur Fellowship

Stock's MacArthur Fellowship stipend of \$625,000 is to be paid out quarterly over five years. The money gives recipients the freedom to follow their creative vision.

"Although I don't have firm plans yet regarding the stipend, I'm sure I will use it to keep working on solutions to our nation's immigration problems," she said.

The MacArthur Fellows Program is intended to encourage outstandingly talented people to pursue their own creative, intellectual and professional inclinations. The group of 24 that Stock is part of also includes writers, artists, historians, a statistician, a preservationist, choreographers and even a jazz pianist.

"I was very surprised and stunned" to receive the grant, she said. "I know what a great honor it is to be recognized by the MacArthur Foundation. It validates the work I've been doing, and it's going to allow me to reach more audiences and tell more people about the problems our nation is facing in regard to immigration and national security."

Spatz Award Recipient

Stock was a cadet in the Massachusetts Wing during her CAP days. She was also the cadet commander for Cadet Officers School in Alabama, and she participated in the International Air Cadet Exchange, the U.S. Air Force Academy Survival Course and many other cadet activities.

Before leaving CAP, she became Gen. Carl A. Spatz Award recipient No. 513 in June 1979, making her one of the organization's true cadet elite. Less than one-half of 1 percent of all cadets qualify for the Spatz.

"Civil Air Patrol is probably the main reason that I ended up being a successful adult," Stock said. "The structure and discipline of the program got me through a difficult teenage period."

Stock received bachelor's, law and Master of Public Administration degrees from Harvard University and a Master of Strategic Studies degree from the U.S. Army War College. She has also served as a professor at the



"Civil Air Patrol is probably the main reason that I ended up being a successful adult."

—Attorney Margaret Stock



Stock, a CAP cadet in the Massachusetts Wing, earned the Gen. Carl A. Spatz Award in June 1979.

U.S. Military Academy at West Point and as an adjunct instructor at the University of Alaska. She is a lawyer with Cascadia Cross-Border Law in Anchorage and is the author of "Immigration Law & the Military," published in 2012.

What's Next?

As for what's on her work horizon, Stock said she wants to continue working on solving the immigration problems of military families.

"Just recently, for example, I got a call from an Army sergeant who is stationed in Germany. He has been living there happily with his wife, who is a Mexican national but not allowed into the United States because of something called a permanent bar."

The woman came to the U.S. unlawfully many years ago, then left, and has since unsuccessfully tried to come back again, Stock said.

"The Army just ordered him back to the U.S., but his wife is not allowed, so now he has to leave the Army and go live with her in Mexico. I want to work on solutions for problems like this so the Army does not lose another good soldier." ▲

Link to Margaret Stock video on MacArthur Foundation website: www.macfound.org/fellows/904/#

Passion for Flight Morphs into Top-Shelf Aviation Career

Former CAP Cadet Leads Jacksonville Airport Authority

By Mitzi Palmer

During the summers while Steve Grossman was attending college, his lunch breaks were spent sitting on a railroad tie parallel to the PanAm Terminal runway at John F. Kennedy International Airport in New York — where he worked as an electrician's apprentice — watching the new Boeing 747s coming and going. At the young age of 10, he was reading every book he could get his hands on about the War in the Pacific and naval aviation during World War II. His interest in aviation was so great, he even cut school back in the 1960s to watch the Apollo launches.

An Obvious Career Path

“My interest in aviation began as a young child, probably sparked by visits with my Cub Scout troop to the air traffic tower at JFK Airport,” said Grossman, a former Civil Air Patrol cadet from Seaford, N.Y., who is now CEO and director of the Jacksonville Airport Authority in Florida.

Then at age 12, one of Grossman's classmates wore a uniform to school that he didn't recognize.

“When I asked about it, he told me he was in Civil Air Patrol and briefed me on what they do, what you could get from it and his thoughts on its value,” he said.

Because of his interest in learning how to fly, Grossman joined CAP.

“My CAP experience provided my first look at being disciplined about anything I was trying to do,”

Grossman recalled. “I found the classes interesting, given my growing love of aviation, and I am sure that this led to my desire for a career in aviation.”

When he was a college sophomore working at JFK, he decided he wanted to be director of an airport one day.



Former Civil Air Patrol cadet Steve Grossman is the Jacksonville Airport Authority's CEO and director. “I think the cadet program provides a great beginning as to what it takes to succeed in life, and it can get cadets very vested in aviation as a career and a passion,” he said. Photos courtesy of Jacksonville Airport Authority

Managing a Major Airport Authority

Today, Grossman manages the thriving JAA, which encompasses four airports.

“We have a great airport system where each airport plays a different role and complements each other,” he noted.

The main commercial hub, Jacksonville International Airport, generates about 80 percent of the authority’s revenue, he said. The authority also includes Jacksonville Executive at Craig Airport — the business airport, closest to downtown, the beaches and the office parks in the city’s Southside area; Herlong Recreational Airport; and Cecil, the authority’s industrial airport.

“A former naval air station, Cecil is specifically operated to attract industry and noncommercial aviation users to an environment where their needs will be catered to,” said Grossman, adding that it’s one of the most successful conversions of a military airfield to civilian use in the U.S. “Companies like Boeing, Pratt and Whitney, LSI, Flightstar and others have located there, as well as government agencies such as the U.S. Navy, U.S. Customs and Border Protection, U.S. Coast Guard and the Army National Guard.”

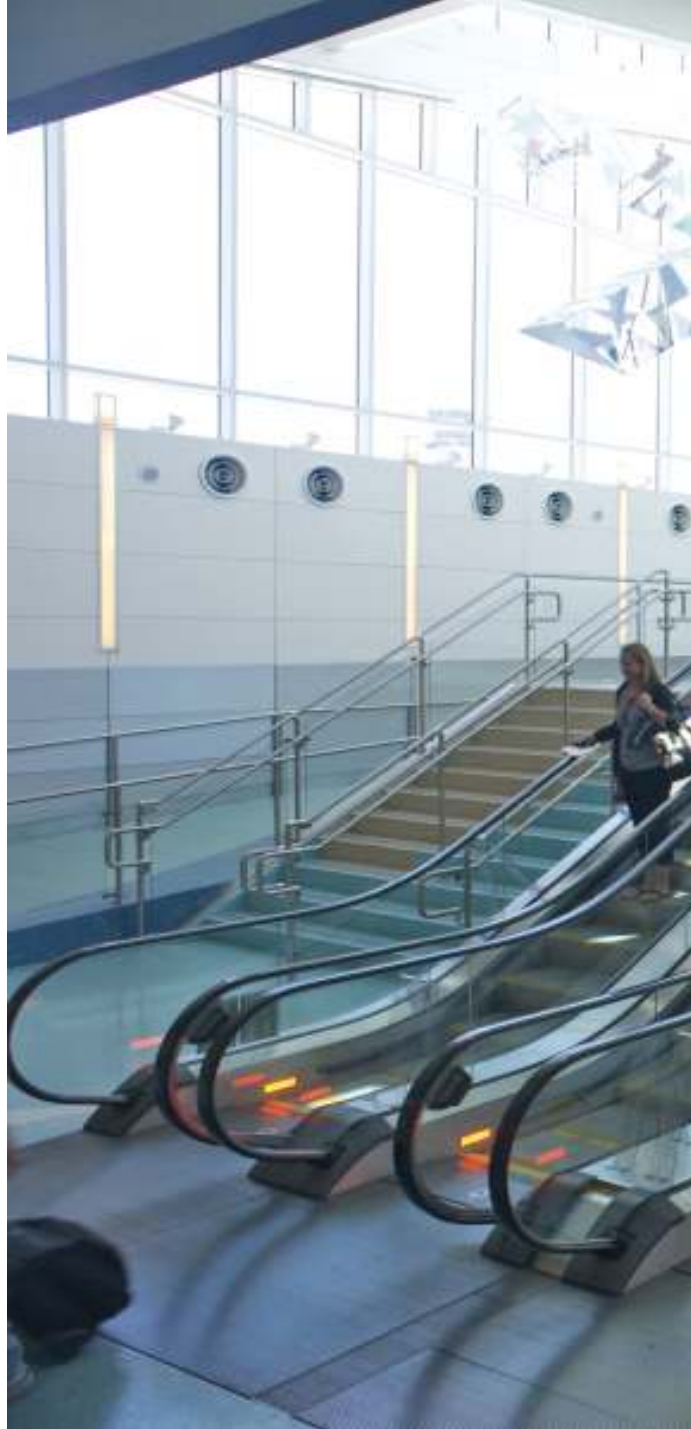
In 2011, under Grossman’s leadership, Cecil Airport was awarded a spaceport license by the Federal Aviation Administration. It’s only the eighth official spaceport in the U.S., the first in Florida and the first in an urbanized area.

Before joining JAA, Grossman served as director of aviation for the Port of Oakland in California for 17 years. There he was responsible for the operation, management and marketing of the aviation program.

He has served on the Airports Council International World Governing Board and is now a member of the Jacksonville Chamber of Commerce Board of Governors, the United Way Campaign Cabinet and the Jacksonville University Aviation Advisory Board.

Contributing to the Industry

In addition to trying to enhance the industry through his work with ACI-North America, including serving as board chairman in 2006 and as a member of the Airport Oversight Committee for the Airport Cooperative Research Program, Grossman has focused on two areas of airport operations.



“The first is taking a very business-like approach to running airports,” he said. “While airports are a government function in the U.S., they have evolved into businesses that must be nurtured and operated similar to private-sector businesses. Deals for facilities must make good business sense.”

Grossman said he and his team review a number of financial metrics each month to determine the strength



of the business — including operating margin, debt service coverage and airline cost per enplanement.

“Second, I view part of my role as developing the airport leaders of tomorrow,” he said. “This involves creating an excellent staff to run the business, creating a safe and secure environment in which these people can do their jobs and providing leadership designed to ensure the positives of the organization will outlive my tenure.

It also includes identifying staff members with potential and mentoring them so they can compete for and succeed at higher level jobs in the future. There is nothing more fulfilling than seeing people you have mentored succeed in this business.”

In 2012 the JAA won the renowned Airport Service Quality Award, and the ACI named it the fifth best airport in North America. ▲

Meet one of nation's youngest commercially licensed pilots

21-Year-Old Credits CAP with His Success

By Mitzi Palmer

Stephen Bloemsma's 16th birthday was one he will never forget. While most teens his age are in hot pursuit of a driver's license as a top priority that day, Bloemsma had higher aspirations, literally — his first solo flight!

"I remember after my first takeoff thinking to myself, 'Well, I'm committed to landing the airplane now. There is no turning back at this point,'" he recalled. "I also remember my confidence growing after every landing, and having a big smile on my face during the last one."

Now, at just 21, Bloemsma, who has both his private and commercial pilot's certificates, is one of the nation's youngest commercially licensed pilots. He credits Civil Air Patrol with his skyrocketing aviation career's rapid advancement.

Fueling an Early Passion

"I thought I would join and see what it was all about," he said. "I had completed some Young Eagles flights when I was 12 or 13 that initially sparked my interest in aviation. Then after joining CAP and completing my cadet orientation flights, I knew aviation was the career field I wanted to pursue."



Capt. Stephen Bloemsma is pictured with his first student to solo, Cadet 2nd Lt. Eli Boothe, who just completed a solo flight. "Going through the squadron's first flight academy as a cadet and then being able to come back a few years later and teach it was quite the rewarding experience," Bloemsma said. Photo courtesy of Rhonda Augur

Through the program, Bloemsma learned how to fly airplanes and a whole lot more.

He gained leadership skills through participation in four cadet encampments — two as a basic participant and two as a flight sergeant and squadron commander. He participated in multiple emergency missions, too, and added the Glider Academy and Specialized Undergraduate Pilot Training Familiarization Course to his resume, which also includes a degree from Embry-Riddle Aeronautical University.

Officially a commercial pilot in 2012, Bloemsma has been putting his skills to good use as a flight instructor at Western North Carolina Aviation and as a mission pilot, cadet orientation pilot and instructor at the Asheville Composite Squadron's annual flight academy. Just recently, he was offered a job with Great Lakes Airlines; he starts training soon.

Instrumental Forces

Mentors especially dear to his heart are CAP Lt. Cols. Rich Augur and Ray Davis.

Augur, a U.S. Air Force Academy graduate and major in the Air Force, was deputy commander of the Asheville squadron's cadets when Bloemsma was a cadet. Davis was Bloemsma's primary flight instructor who helped him prepare for his solo flight on his 16th birthday.

Bloemsma described Davis as "very focused and committed to learning and applying that knowledge toward successful completion of his goals." These traits, he added, influenced his career success.

"Lt. Col. Augur really helped me develop leadership skills and was one of the two instructors who helped in my training for my private pilot's certificate, which I received after my 17th birthday," Bloemsma said. "And as I have progressed in my aviation career, Lt. Col. Augur as a Delta Airlines captain has helped by advising me in the steps and decisions I should make in order to fly for the airlines."

"CAP gave me an opportunity to fly at a young age and sparked that interest in aviation that led me to continue on in my training, and I am very grateful for that," he said. ▲



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Nicholas Selig, the author of two aviation history books, is shown in a CAP L-19 Bird Dog. Among the highlights of his CAP participation was a save in October 1976.

Soaring through history

Nicholas Selig pairs his love of history, flying in a pair of books

By Kimberly L. Wright

NICHOLAS SELIG, a former Civil Air Patrol cadet and senior member, discovered a love of flight, which in turn led to a calling to chronicle Chicago-area aviation history.

His book, “Lost Airports of Chicago,” was published in 2013, and a follow-up, “Forgotten Chicago Airfields,” came out this year.

“Most of my reading has always been about aviation and its history,” said Selig, whose involvement with CAP dates back more than six decades. While in high school in Maywood, Ill., he became a member of the local CAP squadron in 1951 and attended annual CAP encampments at Chanute Air Force Base, Ill., in 1951 and 1952.



Selig’s exposure to aviation through CAP launched a lifelong journey, despite some initial airsickness. “I made many memorable friends as a CAP cadet and made many orientation flights in CAP and U.S. Air Force aircraft in spite of the fact that I flipped my cookies my first time aloft,” he said.

After serving in the Army, Selig attended college but wrongly believed a bad eye would prevent him from becoming a pilot. “So, it wasn’t until I completed my Army hitch and had the GI Bill that I began learning to fly,” he said. “Both my wife, who is also a pilot, and I came from families entirely foreign to aviation. We both just got the bug and did something about it.”

The past is history, the future is a mystery and the present is a gift.

He served as a civilian aviation mechanic; charter, freight and corporate pilot; airline maintenance technician; and Federal Aviation Administration flight and instrument instructor. Though now retired, he still instructs part-time on flight reviews and tail wheel checkouts.

Lifesaving work

Selig returned to CAP in the 1970s because two of his neighbors were leaders of the Downers Grove squadron, a unit that had a glider and a Cessna L-19 Bird Dog but no one qualified to fly.

“So I was promoted to captain, towed some gliders and checked out other pilots in the Bird Dog,” Selig said.

He played a pivotal part in an October 1976 save during a search and rescue operation that was assembled at Haedtler Field on Chicago’s South Side.

“A local plane had been reported overdue since Friday night. My observer and I headed for our assigned search area in our 1948 Stinson Flying Station Wagon, and before we got there we spotted the plane upside down in a cornfield,” Selig said. The pilot was dead, but a female passenger in serious condition was rescued.

For the save, he and his observer earned attention from the media and a medal.

The save displayed the value of an air search being

able to spot what nearby ground searchers couldn’t. “The tall corn that year had hidden it from ground searchers as close as 500 feet away,” Selig said.

Savoring the past

After retiring from the aviation industry in 2000, Selig found a way to combine his history and aviation interests into a project that would help tell forgotten stories.

“I was always interested in history. It was the only subject I excelled at in high school, which is probably why I left college when I failed differential geometry and calculus,” he said. “Tests taken in high school indicated I was better-suited for the literary field, which amazed me at the time. It only took 50 years to develop.”

Selig set his sights on local aviation history, the physical traces of which were quickly being erased from the landscape. “I decided that the small part of local aviation history we had been a part of should be recorded,” he said. “This spread to recording of local aviation history of the entire Chicago area as urbanization closed one small air field after another.”

He regrets not starting his project sooner. “I should have begun researching the subject much earlier when many of the pioneers of the area were still around,” he said. “As I stated in the introduction to my first book:



At O'Hare Air Force Base, Ill., young Nicholas Selig, right, gets ready to participate in an orientation flight in a Douglas C-47 in the early 1950s. He was bitten by the aviation bug early.



Selig took part in a number of CAP activities as a cadet, including an encampment at Chanute Air Force Base, Ill., in the early 1950s.

The past is history, the future is a mystery and the present is a gift. But, if not recorded, the past becomes a mystery also.”

It took time to develop the first book — five years for the research and about a year of writing.

Selig made a couple of discoveries while writing and publishing his works. “The most surprising revelation resulting from my research was the number of women involved in our local aviation history,” he said. “Being a product of the 20th century, as I said, I must admit to a certain amount of chauvinism when I was younger. A woman flight instructor I once knew told one of her reluctant students, ‘A woman taught you to walk, didn’t she?’”

He also was surprised at his books’ broad appeal beyond the aviation community. “People just enjoy reading about local history, I suppose,” he said. ▲

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Airport Security Watch

Minnesota squadron members provide additional community service

By Markeshia Ricks

First Lt. Arlene Henderson is passionate about aviation and security — interests she puts to good use as a security volunteer at her local airport.

The Anoka County Composite Squadron member is one of a growing number of volunteers trained to serve as an additional set of eyes and ears at Minnesota-St. Paul International Airport's MSP Airport Watch.

The airport watch program is similar to a neighborhood watch, said airport police officer JoLynn Christianson. Launched in 2008 with just 10 volunteers, the program has since grown to more than 80, many of whom are aviation enthusiasts like Henderson. Their job is to patrol the airport campus perimeter looking for people and things that shouldn't be there.

"They've been trained to look for probable security violations," Christianson said. "They check about 21 different locations for suspicious people, suspicious activity — any kind of security-type problems or issues we might have."

"If someone looks like they are doing something illegal, we call the airport police," she said.



Maj. Donald Raleigh is a security force multiplier at Anoka County-Blaine Airport.

Photo by Maj. David Mansheffer, Minnesota Wing

In addition to looking out for security infractions, volunteers in the watch program also participate in monthly meetings, ride-alongs and canine demonstrations. If they see something or someone suspicious, they're trained to file reports. Because officers know the volunteers, they're much more likely to regard the reports as credible, Christianson said.

The program provides the airport with more resources

members of the Anoka County unit, including her commander, Maj. Donald Raleigh, have signed up since.

Raleigh said he's at the squadron's home at Janes Field two to three nights a week and sometimes on weekends. So keeping an eye out for suspicious activity, such as aircraft that don't normally fly into the airport or cargo being unloaded late at night or in an unusual manner, doesn't require a lot of additional effort for him or other CAP members, he said.

"In Civil Air Patrol our motto is *Semper Vigilans*, which means 'Always Vigilant,'" Raleigh said. "Although not part of Civil Air Patrol, the airport watch program seems to fit in with the mentality of those of us who do volunteer."

Efforts are underway to expand the program to the four airports in the state designated as reliever airports for MSP International, Christianson said. In addition to the program at Anoka County-Blaine Airport, a program also has been started at Flying Cloud Airport in Eden Prairie.

Henderson said she could easily see similar programs spreading to other airports in the state and possibly throughout the country.

In fact, similar programs are in place at airports in Illinois and Arizona, said Christianson, though they aren't nearly as robust as in Minnesota.

Henderson said starting similar programs in other states and participating in existing programs could be a great mission for senior CAP members.

If the airport watch program can be performed as an extension of day-to-day activities, Raleigh said, CAP members could be a significant force multiplier for airport police departments.

"Anything we can do to keep both our airports and our homeland more secure, I am a big fan of that," he said. ▲



First Lt. Arlene Henderson is trained to spot security violations at her local airport.

while allowing everyday residents to participate in keeping their community safe, she said.

"I think a lot of people volunteer out of a feeling of being able to do something as a civic duty," Christianson said. "It really gives us an extra set of eyes and ears around the airport in searching for possible threats to aviation."

Involvement requires being at least 18 years old and a Minnesota resident, and consenting to a background check and fingerprinting. Volunteers don't need to have a background in law enforcement to participate in the program. They range from CAP members like Henderson to reservists from other police departments, Christianson said.

Henderson was the first from her squadron to become a trained MSP Airport Watch participant, but additional

"Anything we can do to keep both our airports and our homeland more secure, I am a big fan of that." — Maj. Donald Raleigh, commander, Anoka County Composite Squadron

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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 January, February, March and April.

Lt. Col. Steven L. Sellers	AL
Lt. Col. John E. Gender	AR
Lt. Col. Robert L. Ditch	AZ
Lt. Col. James V. Crawford	CA
Lt. Col. Dennis L. Dyer	CA
Lt. Col. James W. Hottis	CA
Maj. Crystal D. Housman	CA
Maj. David J. Oberhettinger	CA
Maj. Daniel A. Tupper	CA
Lt. Col. James J. Friel	DE
Lt. Col. Kelly G. Noler	FL
Maj. James Pons	FL
Lt. Col. Larry L. Etherton	GA
Maj. Ilana Mor	GA
Maj. Christopher W. Klein	GLR
Maj. Heidi C. Kim	IA
Capt. Ron P. Mutchler	IA
Lt. Col. Eric A. Templeton	IL
Lt. Col. John A. Schultz	IN
Maj. Mark L. Tyler	IN
Lt. Col. Carolyn S. Franz	KS
Lt. Col. Theda J. Franz	KS
Maj. Carl D. McElwee	KS
Lt. Col. Robert L. Moore	KS
Lt. Col. Kevin D. Myers	KS
Lt. Col. Scott B. Harris	MD
Maj. William D. Johnson	MD
Maj. Patricia M. Limmer	MD
Capt. Crista D. LaPrade	ME
Lt. Col. Robert L. Heine	MI
Capt. Danny L. Carter	MS
Col. Martin D. Bourque	MT
Lt. Col. Dennis O. Faver	NC
Lt. Col. Robert C. Mason	NC
Maj. Michael A. Michel	NC
Maj. Robert J. Rumpf	NC
Lt. Col. Kenneth D. Frank	NE
Lt. Col. David G. Smith	NE
Col. Frank A. Blazich	NHQ
Lt. Col. Randal L. Cohen	NHQ
Maj. Kaycee D. Livesay	NM
Maj. Alta Zenonian	NM
Capt. Tina M. Hahn	NV
Lt. Col. Richard B. Bohman	NY
Maj. Matthew Smith	NY



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 February, March and April.

Maj. James E. Blair	AL
Lt. Col. Robert L. Ditch	AZ
Lt. Col. Larry E. Wade	FL
Capt. Janet K. Moll	KS
Maj. Harold A. Hernandez	LA
Maj. Johnny C. White	MI
Maj. Robert J. Bailey	NC
Lt. Col. Dion J. Viventi	NC
Lt. Col. Jonathan A. Wiggs	NC
Lt. Col. Kenneth D. Frank	NE
Lt. Col. John R. Doughty	NM
Maj. Ralph K. Johnston	NM
Maj. Robert L. Will	NM
Lt. Col. John Jones	NY
Lt. Col. Gerald L. Markatos	NY
Lt. Col. Jerome J. Terhaar	NY
Lt. Col. Robert A. Sims	SER
Col. Frank A. Bueth	SWR
Maj. Robert G. Turpin	TN
Lt. Col. Paul A. Perkins	TX
Lt. Col. David J. Wilson	TX
Maj. Bryan L. Watson	WA
Lt. Col. Laurie A. Watson	WA
<hr/>	
Capt. Alice W. Chan	OH
Maj. Francis S. McHale	OK
Capt. Latonya R. McHale	OK
Maj. Dianna E. Ryan	OK
Lt. Col. Brandon E. Welch	OK
Capt. Roxanne M. Cole	OR
Maj. Thomas L. Brown	PA
Maj. Richard E. Courtney	RI
Maj. Robert G. Turpin	TN
Lt. Col. Eli A. Aaron	TX
Lt. Col. Stephen A. Hudson	TX
Lt. Col. Ricardo Pena	TX
Maj. Iona R. Smith	TX
Lt. Col. Lincoln E. Sundman	TX
Maj. Jay R. Kelley	VA
Lt. Col. Kenneth W. Butler	WA
Maj. Bryan L. Watson	WA
Maj. Becky L. Cincotta	WI
Maj. Patrick M. Gaylord	WI



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 February, March and April.

Richard A. Irsik	AL
Adam M. Hocutt	CT
Eric T. Testman	CT
Joseph A. Hale	GA
Adreana Palmquist	GA
Reid K. Daugherty	HI
Roy J. Schindler	IA
Luke Grace	IN
Rachel J. Dones	LA
Jessica DeAngelo	MI
David L. Jones	MI
Caitlin E. Albright	MN
Jacob W. Jones	MN
Jonathan D. Knapp	NC
Eamonn F. Fitzpatrick-Ruth	NJ
Bevan W. Bray	NV
Jared L. Monasmith	OR
Mercer E. Martin	PA
Abisahim F. Cortes	PR
Ruben E. Gomez	PR
Robert Li	SC
David A. Bell	VA
Zachary Lam	WA
Matthew C. Skelton	WA



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 January, February, March and April.

Catherine A. Guthrie	AL
Holly E. Guthrie	AL
Austin W. Holliman	AL
Joshua R. Flewellen	CA
Bryce Kuykendall	CA
Skylar F. Caldwell	CO
Cody R. Draeger	CO
Benjamin Hook	CO
Thomas A. Jessop	CO
Matthew J. Ten Eyck	CO
Jonathan Fry	DC
Robert H. Ward	FL
Nathan R. Katich	GA
Tanner M. Spearman	LA
Kenny H. Le	MA
Robert J. Lewis	MD
Elizabeth J. Hale	MO
Ryan S. Howard	MS
Justina M. Hauss	NC
Josiah C. Boggs	NH
Tianna M. Chin	NY
Tanner Barnes	OH
Megan L. Beatty	OH
Aubry M. Lindauer	OH
Patrick Arnold	OK
David A. Eudy	SC
Mark A. Eudy	SC
Abigail C. Dickerson	TN
James I. Stevens	TX
Dean L. Unruh	WA
Alexander R. Schultze	WI



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