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Members of the Arizona Wing's Deer Valley and Glendale composite squadrons hand-delivered this TFR (temporary flight restriction) poster provided by the Federal Aviation Administration to the 33 airports closest to University of Phoenix Stadium, site of Super Bowl XLIX. That was just one of several tasks wing members assisted with, both on the ground and in the air, before and after the big game.

8



FEATURES

- 8 Super Duper**
Arizona Wing Performs Air, Ground Missions in Support of Big Game
- 12 Up, Up and Away**
Connecticut Squadron Patches, Coins Propelled into Space
- 15 Guinness World Record**
Illinois Squadron's Paper Plane Flies Higher than Any Other
- 17 Rescue at Sea**
Radar Team Helps Coast Guard Pluck Pilot from Atlantic
- 19 CAPabilities**
Searches Demonstrate Members' Prowess
- 23 Happy Ever After**
Couple's Romantic Excursion Ends with Wyoming Rescue
- 25 I Want to Fly**
Retired Alaska Physician Credits Aviation Pursuits to CAP
- 28 Legislative Day**
Command Council, CLA Cadets Make Annual Trek to Capitol Hill
- 33 Moment of a Lifetime**
Cadet's Presentation Leads to Challenge Coin Exchange with General
- 35 Making History**
Fourth Brother in Mississippi Family Earns CAP's Top Cadet Honor
- 38 In Plane Sight**
Civil Air Patrol to Expand Fleet with 21 New Skyhawks
- 41 An American Hero**
Former Maryland Cadet's Bravery Saves Lives
- 44 Care in the Air**
Nevada Pair Serves on Helicopter Ambulance Crews
- 48 Crowning Achievement**
Volunteer Service Earns CAP Major Mrs. Kentucky United States Title

- 50 CAP to the Rescue**
Dennis Steinbock's "Miracle in Mississippi" Tells Story of Survival
- 53 Raymond J. Johnson**
Member's Aerospace Legacy, Which Began in Illinois, Extends to Arizona
- 55 From the Top**
Secretary of Air Force, Chief of Staff Present Spaatz Award to Florida Cadet

DEPARTMENTS

- 5 From Your National Commander**
- 7 From the Chief Operating Officer**
- 56 Achievements**

ON OUR COVER

Capt. Dan Hanle of the Connecticut Wing's 143rd Composite Squadron stands underneath the launcher for SpaceLoft 9 (SL-9) at Spaceport America just outside Truth or Consequences, New Mexico. The rocket's nose cone contained 31 CAP challenge coins and 30 squadron patches, which were returned to the unit for distribution to members after a 77.3-mile ascent into space. See page 12 for more details on the historic flight sponsored by NASA through its Flight Opportunities Program. Photo by 1st Lt. James A.

Keaney, Connecticut Wing

Civil Air Patrol Volunteer is oriented toward both internal (CAP) and external audiences. For that reason, it uses the Associated Press style for such things as military abbreviations. Official internal CAP communications should continue to use the U.S. Air Force rank abbreviations found in CAPR 35-5.



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Berlin Candy Bomber returns to skies

Four days after Gail Halvorsen, left, and other World War II members of Civil Air Patrol — including the two fellow Arizona residents he's seen with here, Helen Gunter and Richard "Jerry" Snyder



— were honored in Washington, D.C., with the Congressional Gold Medal for their wartime service, he was re-igniting memories of the mission for which he's most remembered. After the war, Halvorsen gained renown as "the Candy Bomber" for dropping chocolate to children during the Berlin Airlift. This time the 94-year-old veteran joined fellow pilot Timothy Chopp of the Berlin Airlift Historical Foundation, his crew and the "Spirit of Freedom" Airlift C-54 in Manteo, North Carolina, where they dropped 600 parachutes of candy and taught local students about the aircraft. Photo by Capt. Jerry Gunter, Arizona Wing

Walmart grant benefits aerospace education

Aerospace education in the Michigan Wing received a major boost with a \$50,000 contribution through the Walmart Foundation's State Giving



Program. "The grant provided by Walmart is an important contribution to Civil Air Patrol," said Col. Curtis Boehmer, Michigan Wing

commander, who accepted the donation from Joe Barendse, Walmart marketing manager, at Oakland County International Airport in Waterford during a presentation ceremony also involving Capt. Carol Samuelson, the wing's aerospace education officer, and Maj. Robert Bowden, wing public affairs officer. The money will be used to help CAP assist schools across Michigan in obtaining equipment to enhance Science, Technology, Engineering and Math (STEM) education curriculum and to help engage students' interest in those subjects.

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AP is extremely proud of its record of service in carrying out the congressionally mandated missions of emergency services, aerospace education and cadet programs. More than ever before, Civil

Air Patrol finds itself taking on missions of increasing complexity and duration, requiring the highest degree of professionalism to accomplish. CAP's ability to perform these missions depends solely on its No. 1 asset, the volunteer members of Civil Air Patrol.

Recently, CAP's membership slipped into the 58,000 range, continuing a slight downward trend that dates back half a decade. Analysis indicates the problem is not in retention, but in recruiting new members. In particular, we recruited about 1,000 fewer cadets and 500 fewer senior members in the past two years. While efforts continue to improve retention rates nationwide, all of us need to focus more effort on recruiting new members.

Recruiting has always been important to CAP. That's why squadrons have recruiting and retention officers. Recruitment, however, is hardly limited to these members. It's an effort every CAP member can — and SHOULD — participate in, regardless of age, rank, training level or special field of interest. Over the past 73 years, CAP has built a solid reputation for professional-quality community service second to none, but CAP must let others know what we do and who we are if we hope to grow membership in the future.

Whether encountering potential new members at air show recruiting booths, school fairs or other public events; answering questions from friends, co-workers or classmates interested in the CAP uniform; or speaking to elected officials or other emergency service providers, CAP members should always work to take advantage of opportunities to serve as spokespersons for CAP's core values — integrity first, volunteer service before self, respect and excellence in all we do.

The national leadership team will do what it can in the coming months to enhance CAP's prospects of attracting new members. Efforts are already underway to establish closer ties with organizations similar to CAP, opening potential new sources of volunteers. But the real effort is with CAP squadrons — this is where the vast majority of CAP members are recruited. Please join with me in making recruiting (especially of cadets) a high priority this year. Your help will greatly benefit Civil Air Patrol and the missions we do for America.

For more information on CAP membership, visit www.capmembers.com.



Maj. Gen. Joe Vazquez, CAP national commander, poses for a photo with a pair of cadets — Dylan Sjolstrom, left, then a cadet airman basic, and Benjamin Geiss, then a cadet staff sergeant — during a visit to Chesterfield County Airport in Richmond, Virginia. Both cadets were members of the National Capital Wing's Mount Vernon Composite Squadron at the time; Geiss now belongs to the Ohio Wing's Miami Valley Composite Squadron.

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Recent changes in CAP's governance structure also brought some important changes to the way in which CAP conducts business. The one staff concept, which was introduced about six months ago, is currently in a transition phase of implementation. However, the long-term vision for the one staff concept — once it is fully tweaked and refined — promises to benefit CAP members as well as their National Headquarters partners.

For volunteers, they now have the opportunity to bring their passion for CAP to national-level decision making while still serving locally at the region, wing and squadron levels. Members who are National Headquarters partners work alongside NHQ staff, becoming full participants in the day-to-day operations.



Don Rowland, left, CAP chief operating officer, talks with Morrill Worcester, owner of Worcester Wreath Co., and CAP National Commander Maj. Gen. Joe Vazquez during a Wreaths Across America observation held at Arlington National Cemetery. Worcester's company provides the wreaths laid on veterans' graves and monuments nationwide every December, and CAP is a major participant.

These partnerships are already proving to be incredibly valuable. Any time multiple voices contribute to a solution in any scenario, the outcomes are always better. And that is what's happening in CAP. The one staff concept is helping ensure new programs and initiatives, guided by volunteers' input, are responsive to real-world needs in the field. And since the volunteers are getting better programs that accurately address their needs, new programs and initiatives are enjoying broad-based support for whatever objectives everyone is seeking to reach.

The advantages for NHQ staff are equally as beneficial. With the ability to readily draw on the expertise of members, many of whom have been in the field for years, NHQ is able to focus more of its resources on critical mission needs. Also, with many positions only one-deep at NHQ, members' expertise is helping move forward a greater number of programs and initiatives in a shorter amount of time.

Thanks to the one staff concept, CAP's vision for the future is on solid ground. CAP's new way of conducting business is a win-win strategic plan that is benefiting everyone!

It's a great time to be involved in CAP. Members who have been away for awhile are invited to come back and experience firsthand the exciting opportunities to serve now available in the new Civil Air Patrol. CAP also welcomes new members! For more information visit www.capmembers.com.

Super Bowl

XLIX

Arizona Wing provides air, ground support



By Lt. Col. Lori A. Raska

While the New England Patriots showed what they were made of in Super Bowl XLIX, another group of patriots were showing their stuff in the days leading up to the championship game. This group was the Arizona Wing of Civil Air Patrol, and members truly showed that they were champions in their own right as all three of CAP's congressionally mandated missions — emergency services, cadet programs and aerospace education — were activated throughout and above the Valley of the Sun.

MISSION ONE: Air Defense Exercise

After 9/11, North American Aerospace Defense Command (NORAD) implemented Operation Noble Eagle — a program designed to keep America's skies secure from aerial threats. On Jan. 22 and again on Jan. 27, in preparation for the Super Bowl, three CAP planes were deployed to act as targets in an air defense exercise with F-16 fighters from the 162nd Wing at Davis-Monthan Air Force Base, Arizona. Two F-16s from the same unit that flew on the day of the big game intercepted the CAP Cessnas and guided them out of a simulated no-fly zone. A fourth plane filled the high-bird role, assisting with communications and providing a “hot spare” for the operation in the event one of the target aircraft developed mechanical difficulties.

Lt. Col. Robert R. Erickson, the Arizona Wing special programs officer, gave the exercises a thumbs-up.



One of Civil Air Patrol's target aircraft captured this view of University of Phoenix Stadium during a mission flight that was part of an air defense exercise held in preparation for Super Bowl XLIX, which was played at the stadium.

Above: An F-16 fighter from the 162nd Wing is shown in flight as seen from the target aircraft — a CAP Cessna.

“Every time we fly one of these missions, I always marvel at how good our [folks] are,” he said.

CAP’s impressive performance didn’t go unnoticed by the U.S. Air Force. “Civil Air Patrol provides vital training to air defense units throughout the country, not just Arizona and not just for the Super Bowl,” said Capt. Andrew J. Scott, public affairs officer for the 601st Air Operations Center at Tyndall Air Force Base, Florida. “By acting as tracks of interest during air defense exercises, CAP routinely allows Continental U.S. NORAD Region fighters to hone their intercept skills. It was a total team effort between federal, state, local and

Department of Defense experts to secure the skies over the University of Phoenix Stadium. CAP provided that interagency team the opportunity to come together and sharpen their air defense skills before the big game.”

Lt. Col. Chris O’Neill, commander, 162nd Wing, Detachment 2, of the Arizona Air National Guard, said, “The one thing we don’t train to in our normal day-to-day scenario is pulling up next to a slow-moving aircraft.”

Although they train regularly with higher-speed military aircraft, a scenario they might one day have to deal with involves smaller, slower aircraft like the CAP Cessna.

O’Neill stressed the importance of flying such exercises with aircrews that have a certain skill set, like those possessed by CAP aircrews. “The trust of that experience in the cockpit means a lot to us,” he said.

MISSION TWO: General Aviation Outreach Program

Members of Deer Valley Composite Squadron 302 and Glendale Composite Squadron 388 hand-delivered outreach materials, including posters, kneeboards and an outreach letter, to 33 airports in the area surrounding University of Phoenix Stadium in Glendale.

The information disseminated by

Civil Air Patrol Maj. Joe Wypych, left, and Lt. Cols. Jim Cheney and Bill Stickel converse while a CAP Cessna is prepped for flight. The aircraft was one of three CAP planes deployed to act as targets in an air defense exercise with F-16 fighters from the 162nd Wing at Davis-Monthan Air Force Base, Arizona.



wing members was to remind pilots of the upcoming temporary flight restriction imposed for the day of the Super Bowl.

MISSION THREE: Scottsdale Super Bowl Emergency Operations Center

Festivities related to the Super Bowl were conducted in many parts of the Valley of the Sun, including downtown Phoenix and several areas of Scottsdale. In a preparedness response, the Scottsdale Emergency Operations Center was established Jan. 23 and continued 24-hour operations through Feb. 2 — the day after the Super Bowl.

Arizona Wing members provided hundreds of volunteer hours assisting the Scottsdale EOC. Lt. Col. Robert L. Ditch served as the EOC's planning section chief and Maj. Rick L. Yang as the situational information technology manager. CAP members worked side-by-side throughout the operation with individuals from many public safety and emergency services agencies, including the Scottsdale Fire Department, Office of Emergency Management, Scottsdale Police Department and U.S. Department of Homeland Security.

John Moede, emergency management coordinator for Scottsdale's Office of Emergency Management, was quick to cite the peerless incident management expertise CAP members brought to the city's EOC team. The team effort in Scottsdale, in which CAP played an integral part, yielded the realization that "the biggest surprise was there were no surprises," he said.



John Moede, standing, director of the Scottsdale Super Bowl Emergency Operations Center, visits with Civil Air Patrol Lt. Col. Robert L. Ditch, EOC planning section chief.

MISSION FOUR: Deer Valley Airport

A tremendous number of private and commercially owned aircraft flew into the Phoenix area during Super Bowl weekend. As a result, vehicular traffic between Phoenix Deer Valley Airport and Super Bowl events increased dramatically. To assist with directing traffic at the airport, 29 cadets and 11 senior members provided a total of 275 volunteer hours, beginning the day before the championship game and ending the day after.

Ed Faron, Deer Valley Airport manager, decided the additional help was needed after he reviewed lessons learned from Super Bowl XLII in nearby Glendale in 2008. CAP provided the capability to segregate taxis, limousines and rental cars from vehicles driven by regular airport patrons and restaurant customers. Because his staff numbers only 20, Faron said that "having CAP cadets here essentially doubled my workforce."



Cadet Master Sgt. Holli Sandberg, left, and Cadet Staff Sgt. Jason Horn help direct traffic at Phoenix Deer Valley Airport.

First Lt. Lynda Reithmann, project coordinator for the cadets and senior members at Deer Valley Airport, said the impression CAP made on airport officials and the community as a whole was positive. "We were very proud and appreciative of our cadets and senior members who spent their weekend serving our community at Deer Valley Airport. Many visitors made positive comments about the mature demeanor of our cadets," Reithmann said.

The sentiment was reiterated by Faron, who said he received very positive feedback from customers about how courteous and polite the cadets were. He found them "very knowledgeable, very cordial," he added.

MISSION FIVE: Glendale Chocolate Affaire

The city of Glendale changed its annual Chocolate Affaire from Valentine's weekend to Super Bowl weekend to take advantage of the influx of visitors. Through the



Cadet 2nd Lt. Nicholas A. Rosetti, left, poses for a photo with Glendale Mayor Jerry Weiers at the 2015 Chocolate Affaire, held this year in conjunction with Super Bowl XLIX.

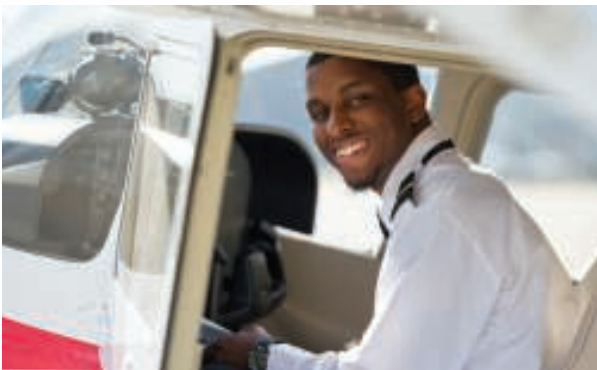
Arizona Wing's involvement with the Arizona SciTech Festival, a statewide celebration of STEM (science, technology, engineering and mathematics), CAP members set up an aerospace education booth in the Western Maricopa Education Center tent during the festival. Members at the booth spoke with dozens of prospective cadets, interested parents, teachers and even city officials.

Although most of those visiting the booth were local residents, some had traveled from out of state for the

Super Bowl, giving CAP's message a much broader reach than it would have had any other weekend. Second Lt. Angelo J. Rossetti, who coordinated CAP's involvement in the event, said the information was well received by teachers and principals. As a result, plans are already underway to offer a series of STEM workshops for teachers in the area.

The Arizona Wing offered a well-coordinated, well-trained volunteer workforce to a tremendous variety of partners — both in and out of the emergency management realm — before, during and even after Super Bowl XLIX. "The operations experienced prior to and during Super Bowl XLIX demonstrated a wide spectrum of Civil Air Patrol capabilities, from air operations, to emergency services command and control, to cadet programs and aerospace education, all accomplished in support of one focus — the nation's homeland security," Ditch said. ▲

Lt. Col. Lori A. Raska is an Arizona Wing public information officer.



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A Moment in Space

Connecticut CAP Squadron Patches, Challenge Coins Take Historic Journey

By Mitzi Palmer

The launch of SpaceLoft 9 (SL-9) is seen in this photo taken by Todd Dickson of *The Las Cruces* (N.M.) *Bulletin*.

When Civil Air Patrol cadets are given their squadron patches or even honored with challenge coins, it's a special day — one, perhaps, they'll never forget. But when the recipients know these meaningful items have actually been into space, it adds a whole new dimension to their meaning.

Capt. Dan Hanle and 1st Lt. James A. Keaney, public affairs officer at CAP's 143rd Composite Squadron in Waterbury, Connecticut, arranged for 31 CAP challenge coins and 30 squadron patches to be placed in the nose cone of the rocket known as SpaceLoft 9 (SL-9) for its journey into space. The recent rocket launch from Spaceport America just outside Truth or Consequences, New

Mexico, was sponsored by NASA through its Flight Opportunities Program.

NASA technologies on board to evaluate their brief exposure to the space environment were an advanced micro Sun sensor from NASA's Jet Propulsion Laboratory in Pasadena, California; a radiation-tolerant computer system from Montana State University in Billings; and a vibration isolation platform from Controlled Dynamics Inc. of Huntington Beach, California.

Also in the rocket were several vials of cremated remains from Celestis Inc. — a company that specializes in memorial spaceflights — and experimental yeast from the Ninkasi Brewing Co.

Capt. Dan Hanle, left, and 1st Lt. James A. Keaney display the CAP challenge coins and patches that took a ride into space in the nose cone of SL-9. The items belonged to the 143rd Composite Squadron based in Waterbury, Connecticut.



This image shows the motor separation of SL-9 during its spaceflight, as captured by UP Aerospace Inc.



The U.S. flag flies near the launch pad at Spaceport America. SL-9 was launched through NASA's Flight Opportunities Program. Photo by 1st Lt. James A. Keaney, Connecticut Wing

“This was the historic first time that multiple Civil Air Patrol items have reached space on a commercial rocket and returned,” said Keaney, whose involvement in the project stemmed from working alongside fellow CAP senior member Hanle, co-owner of UP Aerospace Inc. — the company that owns the SL-9 rocket.

Since its inception in 2004, UP Aerospace has conducted a total of 13 launch campaigns from Spaceport America — the world’s first purpose-built spaceport — and four additional launches of proprietary systems. It is also well known for launching into space the cremated remains of James Doohan, the actor who played “Scotty” on the television series “Star Trek.”

This particular SL-9 flight carrying the CAP items reached the highest altitude flown at Spaceport America to date — 408,035 feet above mean sea level, or 77.3 miles.

The launch went smoothly and the words “good burn” heard from the launch control were met with many cheers and jubilation, said Keaney, adding, “The genuine

success, however, comes only when the rocket and payloads are recovered intact and returned to the control center.”

Everyone waited with great anticipation until they heard the rotor of the U.S. Army helicopter as it returned with the rocket from White Sands Missile Range.

“As the wash of the rotor stopped and the team emerged with the rocket and payloads, a sense of fulfillment and accomplishment filled the air,” he said.

In addition to Keaney and Hanle, NASA Aerospace Engineer Paul DeLeon, the Federal Aviation Administration’s Sherman Council and Dr. Bill Gutman, technical operations manager at Spaceport America, were in attendance for the launch, along with UP Aerospace President Jerry Larson and several crew operators.

“This was such a great experience for CAP, and we are thrilled to begin presenting these special squadron patches and challenge coins to proud cadets who will have quite a story to tell about their space journey,” said Keaney. ▲

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Flying High

Illinois squadron achieves Guinness World Record for 'Highest Paper Airplane Flight from a High Altitude Balloon'

By Jennifer S. Kornegay



The Near Space Balloon Project team members show off their 30-inch-long airplane made of paper board, which was outfitted with a GPS tracking system, temperature sensors, barometric pressure sensor, flight computer, batteries, solar panel and HD video camera and attached to a helium weather balloon. Pictured, from left, are 2nd Lt. Tim Ziman, Cadet Airman Aaron Stone, 2nd Lt. Chaitanya Joshi, Cadet Senior Master Sgt. Galahad Davis and Cadet Master Sgt. Robbie Dozier. Photo by 1st Lt. Gary Brown, Illinois Wing

Background: The Fox Valley Composite Squadron's paper airplane was outfitted with an HD video camera, which captured this amazing shot as it hit its confirmed Guinness World Record altitude of 96,567 feet.

A group of Civil Air Patrol cadets recently discovered that learning can be a lot of fun — record-breaking fun, in fact. In September cadets of the Fox Valley Composite Squadron in Naperville, Illinois, designed, built and launched a paper airplane that set a new Guinness World Record for “Highest Paper Airplane Flight from a High Altitude Balloon.” The 30-inch-long airplane made of paper board was outfitted with a GPS tracking system, temperature sensors, a barometric pressure sensor, flight computer, batteries, a solar panel and high definition video camera. It was attached to a helium weather balloon and launched Sept. 13 from Kankakee, Illinois.

Once it hit a certain altitude the balloon burst, and the paper airplane's onboard computer cut it loose to begin its historic flight. It landed intact near Rochester, Indiana, an amazing 82 miles away. But before it came back to Earth, it climbed to the record-breaking 96,567 feet — 18.3 miles straight up. “I was really surprised that we broke the Guinness World Record,” said Cadet Senior Airman Devin Riley, 13, who designed the airplane. “I wasn't sure we'd make it that high.”

His squadron commander, Maj. John Fletcher, wasn't surprised. “I knew we were going to break the record,” Fletcher said, “because we weren't going to stop trying until we did!”

The project was the brainchild of 1st Lt. Gary Brown, who served as manager of the squadron's Near Space Balloon Project. He believed it would be an entertaining aerospace education for the cadets. “I wanted to explore the science behind high-altitude balloons myself and thought, ‘What a great way to give the cadets some exposure to science and



Members of the Fox Valley Composite Squadron's Near Space Balloon Project prepare to launch their paper airplane. They are, from left, 1st Lt. Gary Brown, Cadet Senior Airman Devin Riley, Cadet Airman Aaron Stone, Cadet Master Sgt. Robbie Dozier and Cadet Senior Master Sgt. Galahad Davis.

Photo courtesy of Manda Larson

Below is a map showing the paper plane's path on its historic flight. It landed intact 82 miles away near Rochester, Indiana.



technology!” he said.

Brown presented his idea to Fletcher, who was more than receptive. “He bent over backwards to approve the funding required and helped us carve out time in each weekly meeting to plan,” Brown said.

Fletcher said he understands the importance of the concepts the cadets learned in the process. “The publicity will help promote awareness of what CAP does, and we’ve gotten a lot of attention, but the primary reason we did it was to stress STEM (science, technology, engineering and mathematics) education,” he said. “This was a wonderful project for that, and we all had a blast doing it.”

The senior members involved were as excited as the cadets, but they mainly provided guidance; they let the cadets run the show. Riley designed the paper airplane based on a traditional form.

“It really looks like the kind you’d fold and make out of notebook paper,” he said.

Cadets’ and senior members’ spirits soared higher than their airplane the day of the record-breaking flight, which wasn’t their first attempt. It took three launches to achieve the needed height.

“The first time, we had failure with the airplane on its way up, and it got caught in jet stream,” Brown said. “On the second attempt we came really close, but we had a premature burst of the balloon.

“But those failures were as important as the ultimate success.”

Fletcher agreed. “After our second launch failed, someone at my job asked if I was disappointed. I said,

‘No. Now we get to diagnose what happened, and that’s a great learning experience.’ ”

Second Lt. Brian Rudd, who helped with the project, echoed Fletcher. “With all the trial and error in prior launches, we went into the last one with really high hopes, and it was amazing how much information and knowledge we got from the prior launches,” he said.

Fletcher, Brown and Rudd were right; the lessons the cadets took away from the experience were invaluable and go beyond the academics.

“The project was fun, but I learned a lot too, including that not everything works the way you want the first time. But with teamwork, you can achieve anything,” Riley said.

And that’s the real prize, Brown said. “We did this for the cadets,” he said. “We are creating the future of America with our cadet program, and what a great opportunity we provided for them to realize that they can plan, build and launch their own near space aircraft. Now they’ll think, ‘If I can do that, what else can I put my mind to and accomplish?’ ” ▲

Ocean rescue

CAP's radar analysis proves its worth in just one day

By Kristi Carr

Five miles from the nearest land, the Cessna 172 he'd been piloting was now submerged on the ocean floor as David Pedroza bobbed on the surface of the sea. As his aircraft was going down off the coast of South Bimini, one in a chain of islands that make up the Bahamas, he'd attempted to make contact with others, but his calls went unanswered.

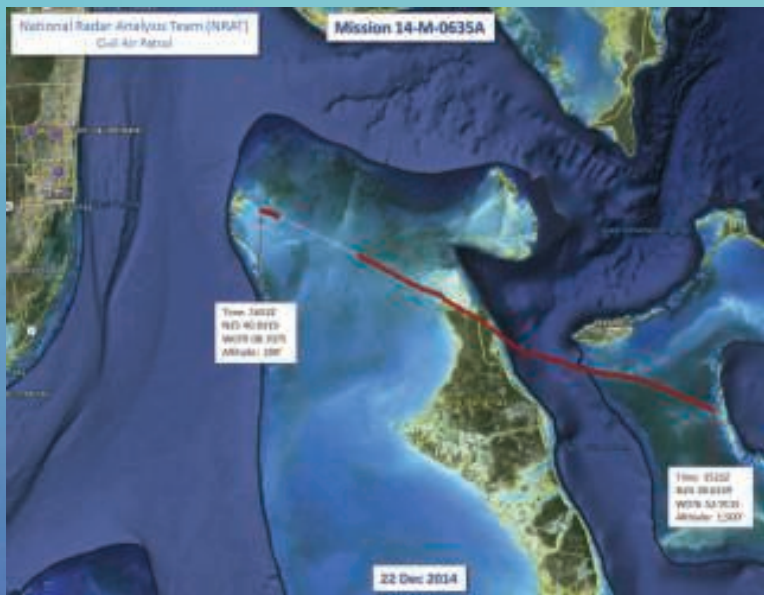
He was utterly and hopelessly alone.

Not so fast

But wait: His situation was not hopeless and he wasn't really alone. Pedroza had on a life vest. He'd filed a flight plan, taking him from Norman Cay in the Bahamas to Florida's Fort Lauderdale Executive Airport, so officials would take note when he didn't arrive as scheduled. And very importantly, he had an emergency locator transmitter on board the plane. But there was yet something else that would ultimately save him — a Civil Air Patrol radar enhancement that had just become operational the day before.

The Air Force Rescue Coordination Center at Tyndall Air Force Base, Florida, received a signal from the ELT aboard the Cessna — last seen on radar descending east of the South Bimini Airport just before 2 p.m. local time — but had no follow-up information.

"That's typical of a first alert ELT message, relaying that the ELT has been activated but without giving a location yet," said Maj. Justin Ogden, CAP's cell phone forensics expert. "Usually, within a minute or two, the ELT blasts out another signal to the satellites saying what its GPS position is. I'm guessing, in this case, the ELT



This map shows the Cessna's progress from Norman Cay in the Bahamas to Fort Lauderdale, Florida. Photo courtesy of CAP National Radar

Analysis Team

became submerged and couldn't transmit any follow-up messages. So AFRCC knew that an ELT was activated but didn't know where it was."

AFRCC's next step was to locate the ELT's registered owner, Red Barn LLC, which knew the flight's route and confirmed the pilot was overdue. At this point, AFRCC brought CAP on board for its radar and cell phone forensics expertise.

Location, location, location

Now the hunt was on to pinpoint a crash location and find the pilot.

AFRCC heard from another pilot who had taken off



Hoisting downed pilot David Pedroza from the Atlantic is all in a day's work for the U.S. Coast Guard. Photo courtesy of U.S. Coast Guard Miami

About CAP's National Radar Analysis Team

The National Radar Analysis Team, also known as NRAT, was established in 2009 by Lt. Col. John Henderson and Capt. Guy Loughridge to provide a more formalized structure and operational procedures for Civil Air Patrol's radar analysis. The team's primary goal is to reduce the time from "crash to rescue" critical to positive outcomes for any crash survivors.

The team consists of nine specialists, handpicked for their expertise in radar analysis, software development and weather analysis. They work continuously to develop tools to better process radar, weather data and terrain warning systems to improve flying safety and to locate downed planes.

Since its inception, the team has been successful in narrowing search areas from thousands of square mile to just a couple.

On average, the team works about 50 missing aircraft missions every year in collaboration with the Air Force Rescue Coordination Center, CAP's cell phone forensics team and CAP incident commanders.

from Norman Cay about the same time as Pedroza; that pilot reported last seeing the Cessna over Andros Island.

Meanwhile, Ogden and Col. Brian Ready, commander of the Arizona Wing, worked on cell phone data. "We found the pilot's cell phone number, contacted the provider and determined the phone never made it back to the U.S. mainland," Ogden said.

While that bit of information reinforced the likelihood the plane had gone down over water, the CAP cell forensics team was unable to contribute any further data that could help the search.

Radar data was a different story. Lt. Col. John Henderson, vice commander of CAP's National Radar Analysis Team, worked from Washington state to trace the downed aircraft's radar track, thanks to the addition of radar data collected at a station on Cudjoe Key, Florida, the day before. Within just 15 minutes, Henderson had the data he needed, and in another 20 minutes he provided coordinates to AFRCC. "We were able to track this aircraft right down to the water's surface," he said.

"In radar searches it is essential to discern the aircraft's departure location as well as when and where the plane was last seen," Henderson said. "And another big factor is trying to get something done before nightfall."

Armed with the coordinates provided by CAP, U.S. Coast Guard District 7 out of Miami diverted an already-airborne HC-130 Hercules helicopter and its crew to the location designated by CAP. It proved to be right on the money, said the downed pilot, who was quoted in a YouTube video as saying, "The helicopter came straight to me."

After nearly two hours in the water, Pedroza was successfully hoisted into the helicopter and ultimately flown to Coast Guard Air Station Miami, where he left in stable condition.

Planning shored up by luck

Lessons can be learned from this incident. Safety equipment and procedures are there for good reasons; the downed pilot's chances for rescue and survival would have been severely limited without a filed flight plan, a life vest and an ELT.

Of course, a little bit of luck helps, too. The fact that CAP had just increased its radar database in that area the previous day made tracking this aircraft possible. ▲

Searches conducted across the country



All in a week's work for CAP

By Kristi Carr

Tim Cassell, 65, was the pilot of the plane that went down in California. He suffered three broken ribs, a broken ankle and facial fractures in addition to surviving a cold night in Sequoia National Park. About a month after the crash, Cassell, seen here with California Wing Commander Col. Jon Stokes, thanked CAP's search team members at the California Wing conference, where he recounted his ordeal. Photo by Cadet Col. Evan Yanagihara, California Wing

In just a single week this fall, Civil Air Patrol was called in to help conduct searches for downed aircraft from California to New Jersey to Alabama. Like a well-oiled machine, CAP demonstrated its ability to search across multiple jurisdictions using multiple tools — from old-fashioned ground-pounding to air reconnaissance to state-of-the-art cell phone forensics.

Above: The downed plane in California crashed in a remote area of the Sierra Nevada. Photo courtesy of the Cassell family

In California

The week got started with a missing aircraft search. The plane had departed from Reid-Hillview Airport in San Jose, bound for Lone Pine, but it failed to arrive and was reported missing. The phone tree soon reached the Air Force Rescue Coordination Center at Tyndall Air Force Base, Florida, and AFRCC contacted CAP to launch Mission No. 14M0464A, with Maj. Marc Sobel of the California Wing as incident commander.

“It was textbook,” Sobel said. “Our first information was limited to takeoff and destination airports, so we flew an initial route search while CAP staff at National Headquarters was obtaining radar track information. The radar information helped narrow our search significantly, and at 1 a.m., flying at 15,500 feet in the dark of night, the CAP crew detected the 121.5 emergency loca-

“He had a jacket, a space blanket, water and snack bars, but it was his manual activation of the ELT that helped hasten his rescue, possibly saving his life.” — Maj. Marc Sobel, California Wing incident commander

tor transmitter signal emitting from the downed plane, centering the search in the Sierra Nevada Mountains, approximately 80 miles east of Fresno.”

On the other side of the country, CAP Maj. Justin Ogden had been searching for the downed aircraft as well, using cell phone forensics. Residing in Virginia, Ogden, with assistance from Col. Brian Ready, based in Arizona, typically uses a “CAP” approach — collect, analyze and present. They begin by going to various sources to collect raw cell phone data. Then they analyze the data to find relevant and meaningful content. And finally, they present the information in a manner that can be immediately applied to the search — often in the form of Google Earth keyhole markup language, or KML, files that highlight areas of interest or PowerPoint presentations delivered in PDF. This presentation goes to the local CAP unit or other agencies working the search.

“Brian and I talk over the phone or do a screen share to discuss the data. In this particular case, however, our cell phone data stopped well before radar, so radar had

the most relevant data for that search,” Ogden said.

During the search in California, low visibility at night caused the hunt to be suspended until the next morning, when CAP again took to the air just after 7 a.m. About two hours later, the search team located the crash site on the CAP plane’s first pass.

The pilot later reported he had heard the CAP Cessna’s engine overhead during the night and knew someone was looking for him. He described the harrowing moments — from the time he saw the propeller on his single-engine Piper Cherokee break in half 13,000 feet above the San Joaquin Valley and only 20 minutes from his destination — to the actual crash landing when he sustained significant injuries. To ward off the cold night, he wrapped himself in blankets and used his aircraft’s sun visors to stay warm.

Sobel credited the downed pilot’s survival to his advance preparations and training. “He had a jacket, a space blanket, water and snack bars,” the incident commander said, “but it was his manual activation of the ELT that helped hasten his rescue, possibly saving his life.”

The pilot said he’d been making this trek every other week for the past six years to his family’s resort in Death Valley, but that this time he had a guardian angel as his co-pilot. He expressed gratitude to the Sequoia National Park Service, which sent in a helicopter with emergency medical technicians to extract him; CAP; the U.S. Air Force; and the doctors at Fresno’s Community Regional Medical Center.

In Alabama

That same day, CAP’s Alabama Wing was assigned Mission No. 14M0466A to search for a vintage two-seater 1942 Piper J3C-65, which had done duty as a military observation aircraft. With two men on board, the plane had left Headland, Alabama, for a mere 40-mile



leisure flight to Eufaula in southeast Alabama, close to the Georgia line. Controllers never heard the plane was experiencing any trouble, but it failed to return to Headland at the expected time of 2 p.m.

Again, cell phone forensics expert Ogden was put on the case; after his analysis, searchers concentrated on a single square-mile area in Georgia's Henry County along the Chattahoochee River about 2 miles south of the Walter F. George Dam. Four ground search and rescue teams, two from Alabama and two from Georgia, scoured the targeted terrain, which included open fields interspersed with pine thickets, while an air search was initiated with three CAP planes from Alabama and two from Georgia.

One of the mission's incident commanders, Maj. Harvey Yarborough of the Alabama Wing, said the ground teams were focusing not only on interpreting visual clues but also on investigative interviews with potential witnesses. "CAP volunteers knocked door-to-door," looking for witnesses who hadn't yet come forward, Yarborough said.

The downed plane's wreckage was located in the Chattahoochee with the bodies of the pilot and passenger. The cause of the crash remains under investigation.

CAP man-hours in this search were provided by 25 volunteers in the air and on the ground.



CAP's cell phone forensic experts provided Alabama and Georgia wing volunteers with a Google Earth photo showing a suggested starting point for their search. The "find" location, not far from the initial search parameters, was added later. Photo courtesy of Google Earth

Top: Multiple agencies sent responders to this morning briefing for instructions before they set out to search for the vintage aircraft that disappeared near the Alabama-Georgia line. Photo by Maj. Harvey Yarborough, Alabama Wing

In New Jersey

While the search was still on in Alabama, AFRCC activated the New Jersey Wing to look for and disable a downed plane's ELT that was emitting a signal near Phillipsburg, N.J.

As with the Alabama search, this mission, No. 14M0471, called for cooperation between two wings due to the suspected site of the ELT. The New Jersey Wing's incident commander, Maj. Kevin Barstow, contacted the Pennsylvania Wing's Maj. Will Schlosser for assistance on the ground, since Schlosser's team was two hours closer than the New Jersey ground team.

Meanwhile, New Jersey Wing planes obtained the ELT signal and determined it was near Couillard Seaplane Base, close to Exton, Pennsylvania, on the Delaware River. The signal was not clear, however, because of interference from railroad tracks and a power generating station in the area.

Early the next morning, the search was suspended for a few hours so the search crews could rest. Shortly after it resumed, the ground team found the crashed airplane in a

soybean field on the opposite side of the river in New Jersey.

Ground team members were able to account for the ELT and piece together a timeline for the crash. New Jersey State Police safely extracted the pilot and a passenger, who were treated and released at a local hospital.

Eight CAP volunteers participated in this mission, Barstow said. Six were ground team members from the Pennsylvania Wing; two New Jersey Wing members made up the aircrew.

Takeaways

This busy week for CAP's well-trained volunteers showcased the organization's ability not only to successfully juggle multiple missions during the same timeframe but also to seamlessly work across state jurisdictions and to bring to bear a variety of assets — air, ground and forensics tools.

And in the case of the East Coast ELT search, Barstow had this reminder: "Just because it is a simple ELT mission doesn't mean it is always a non-distress situation. This mission was the real McCoy." ▲

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A CAP fairy tale:

Romance & Rescue

Once upon a time, a young man and a young woman were very much in love. They shared many interests, including enjoyment of the great outdoors. So it seemed only fitting that the young man — we'll call him Blake Fuhriman — made plans to take his beloved — we'll call her Alissa DeVille — on an overnight hike into Wyoming's Big Horn National Forest, where he planned to find a romantic spot on Black Tooth Mountain to propose marriage. Fickle Fate, however, had other ideas.



With a proposal story that will be hard to top, Alissa DeVille and Blake Fuhriman's ordeal on Buffalo Hump turned them into instant celebrities, setting local media abuzz and even earning them an interview aired nationally by ABC-TV.

The ordeal

Everything started out well. After arriving at the Bighorn Reservoir, the couple proceeded to the Highland Lake area, where they shed their backpacks and started hiking toward Black Tooth Mountain. They elected to approach the mountain via Buffalo Hump, a long ridge. They reached a high point on the ridge where the cliff was so sheer and the path so narrow that Fuhriman dispensed with getting down on his knee. He pulled out the ring and proposed; she said "yes" and the ring was slipped on her finger.

But sometime after that, their romantic excursion went wrong. The rocks beneath their feet began to crumble, and DeVille fell, severely spraining her ankle. With DeVille unable to walk, they were stranded. For four days they stayed put, with no food and very little water, except what they could glean from patches of snow. As time wore on, DeVille expressed concern about their predicament, but Fuhriman stayed at her side. He kept to himself the belief they might not be able to survive a fifth cold night on the mountain.

The couple's response

Fortunately, Fate, it turned out, had met her match.

Fuhriman had military training and survival skills in his mental arsenal. And he had confidence his family would call the authorities for help when the couple didn't return home; he had left with them a detailed itinerary of the hike.

In addition, this rugged area of the country has many well-equipped and trained personnel who are no strangers to difficult mountain rescues.

Fuhriman was right. Once the couple failed to return home as planned, his family lost little time in contacting the Johnson County Sheriff's Office, which set up an incident command post and requested help with air searches from the Wyoming Air National Guard's helicopters and Civil Air Patrol's planes, plus ground searches by volunteers from Johnson, Washakie, Big Horn and Sheridan counties.

Maj. George Twitchell served as CAP's incident commander and the liaison between CAP and the Johnson County incident command post, with Lt. Col. Mike

By Kristi Carr



This Google Earth map shows the search area, as calibrated by CAP's Maj. Justin Ogden, a CAP expert in cell phone forensics. Though the area still covered a lot of ground, anything that could be done to more narrowly define it was a huge help.

Carlson, the Wyoming Wing's director of emergency services and operations, serving as his assistant. A total of 10 CAP volunteers worked the mission.

"We started out doing air searches," Twitchell said. In fact, the marooned couple later reported seeing a small plane, which they surmised was looking for them, but the connection was never made. The search was hampered by falling snow and high winds of 40-50 knots.

"Then," Twitchell continued, "CAP's work evolved into communications." The rugged up-and-down terrain made it all but impossible for ground searchers to communicate with the incident command post in Buffalo, Wyoming. So a CAP plane, flying in a circle with a diameter of 5 to 8 miles over the search area, served as a high-bird, relaying messages between the searchers and command post personnel. "This worked out well," Twitchell said.

The rescue

Though a ground team had found the couple's backpacks, not until two days later did a Wyoming Air National Guard helicopter crew finally locate the two hikers on the ridge.

"When (Fuhriman) realized we were looking for them, he knew he was going to have to leave her and go down and get help," Johnson County Sheriff Steve Kozisek later

told TV station KTVQ in Billings, Montana. Fuhriman hiked down the mountain, met the rescuers and directed them where to find DeVille.

While Fuhriman was brought out by helicopter, ground crews located DeVille. Two high-angle-certified members of the Big Horn County rope team were called on; the most experienced one rappelled 100 feet onto a knife ridge, then climbed up and over two spires before reaching the ledge where DeVille, wearing her new engagement ring, was located.

She was moved to a spot more conducive for the helicopter, but high winds coupled with the high elevation forced her and her six rescuers, including a medic, to brave a fresh cold front before the helicopter could use its winch to extract her. The rescue team didn't come off the mountain until the following day.

Fuhriman and DeVille were treated and released from the Johnson County Healthcare Center in Buffalo, and they returned to their home in Sheridan.

The happy ending

With CAP's best wishes for a happy ever after, Twitchell remarked, "Being a part of finding them makes this all the sweeter, because that is what CAP is out there to do." ▲

Dr. Flight:

Royce H. Morgan

By Russell Slater



Former Civil Air Patrol cadet, who learned to fly courtesy of a CAP-sponsored essay contest, named Aviation Legend by Alaska Air Carriers Association

The world has its fair share of pilots and doctors, but those who can claim both titles are in short supply. Former Civil Air Patrol cadet Royce H. Morgan is one such rare individual. The lifelong aviation enthusiast and medical professional, now 85 years of age, has juggled his two loves for most of his adult life, and he achieved success simultaneously in his chosen careers.

Recently acknowledged as a 2014 Aviation Legend (an annual Alaska Air Carriers Association award), he has inspired two sons and a grandson to follow his example into aviation-related occupations.

CAP Roots

The doctor's dream of sitting in the pilot's seat came to fruition during his late teen years, after the Oklahoma native entered his essay, "Why I want to Fly," in a CAP-sponsored contest. As the winner of the contest, the 16-year-old Morgan won free flying lessons, courtesy of CAP, that changed his life forever. He soon took to the skies and has never looked back.

"What I enjoyed most about Civil Air Patrol was being around airplanes and the pilots, hearing their stories and accomplishments," Morgan remembers. "I've always had a great deal of admiration for what pilots do and what CAP does."

Morgan, a high school senior at the time, was also crowned "king" of a local air show because of his winning essay (the winning female entry likewise earned her the title of "queen"). The post-World War II event was organized by CAP, the U.S. Army and the Civil Aeronautics Authority and was the largest in the state's history. A wide assortment of aircraft was put on public display, ranging from small single-passenger fliers to the

The doctor with a love for flying, Royce H. Morgan, was a longtime general practitioner in Alaska. He is retired now and lives in Texas with his wife, Sherry. Last year, he was named an Aviation Legend by the Alaska Air Carriers Association, which annually recognizes the state's aviation pioneers.

"In Alaska, my appreciation of CAP really grew." — Royce H. Morgan

Morgan's two sons, Phil and Nate, seen here in the cockpit of a Boeing 737, are both captains with Alaska Airlines.



monstrous Boeing B-29 Superfortress — the same type craft that delivered the devastating atomic bombs which resulted in a Japanese surrender.

Morgan's aviation education began at Davidson Aviation under instructor L.E. Clopton. The initial 30-minute lesson went smoothly inside the cockpit of a 65-horsepower J3 Piper Cub. During the second lesson, Morgan made his first attempt to land the light plane, with bumpy results that prompted Clopton to take over.

Parental support was crucial during those early stages of his flight schooling, Morgan said.

"Mom and dad helped and encouraged my interest," he recalled. "You know, there weren't many 16- or 17-year-olds in town whose parents would've funded getting a pilot's license. I couldn't have gone out and done that on my own. My parents were very supportive."

The Famous Uncle

Growing up on a farm in Shawnee, Oklahoma, Morgan was no stranger to aircraft and the men who flew them, thanks to his mother's brother, Alva Harvey. As an Army staff sergeant, Harvey served as the mechanic aboard the *Seattle*, one of four planes to attempt the first flight around the world. Piloted by Maj. Frederick Martin, who was in command of all four aircraft, the *Seattle* was the lead plane of the mission, which departed from Sand Point, Washington, on April 6, 1924.

"You have to understand, the concept of flying around the world back in 1924 was a big deal. It was so far out there, kind of like the idea of putting a man on the moon,"

he said.

Twenty-four days later the *Seattle* crashed near Port Moller, Alaska. Martin and Harvey survived and endured 10 days in the wilderness together before walking over 25 miles to the safety of a local cannery.

Thanks to his uncle's high-profile flight, Morgan was perpetually exposed to tales of flying and frequently heard references to his uncle from family and neighbors alike. Morgan credits Harvey's presence as a major factor in motivating him to make his own path through the clouds.

"I've been close to aviation my whole life because of my uncle," Morgan said. "I was drawn toward a career in flying after listening to his stories and seeing him show up in his planes."

Morgan paid a visit to his uncle in Montgomery, Alabama, in 1948 when he had the opportunity to fly an airplane much larger than he was used to. Harvey was in the process of fulfilling his required flight hours in the Douglas C-47 Skytrain, and Morgan, who had obtained his private pilot's certificate a year before and was also a member of ROTC at the time, was allowed to accompany his uncle on a flight and actually fly the plane from the co-pilot's seat. Morgan said it was a thrilling experience compared to flying the smaller aircraft to which he was accustomed.

Two Careers

Morgan attended the University of Oklahoma and obtained his bachelor's degree in 1950. Trained as a general practitioner, he went on to earn his medical degree in 1954.

"I've dealt with everything from treating sprained ankles to delivering babies," he said.

In 1955, his service in the U.S. Army brought Morgan to Fort Richardson in Anchorage, Alaska. He would go on to serve three years on active duty, followed by five years in the Army Reserve. He left the Army as a captain upon his honorable discharge and soon opened his own medical practice in Anchorage, where he would reside for the next 37 years.

As his practice continued to grow, Morgan was finally able to buy his own plane. In 1967 he undertook the additional responsibility of starting Polar Airlines, which used small aircraft to ferry passengers between Anchorage and Valdez in support of construction of the \$9 billion Trans-Alaska Pipeline.

Polar eventually expanded its area of operation to include more of the state as well as authority to fly into Canada. At the height of its existence, Polar claimed 14 planes and 13 pilots. Morgan sold the business in 1977, once the pipeline was completed.

"In Alaska, my appreciation of CAP really grew," he said. "As an adult and pilot, I came to truly understand the importance of CAP's emphasis on search and rescue. When a plane was overdue or went down, it was out in that vast wilderness, often in areas without a population,

roads or ELT (emergency locator transmitter). It was search and find your friends, or they may perish out in the middle of nowhere."

I Want to Fly

First certified as a student pilot in 1946, Morgan has since flown 15 different aircraft and logged more than 3,000 flight hours. The flying doctor handed down his love for aviation to his two sons, Phil and Nate, both captains with Alaska Airlines with 32 and 14 years experience, respectively.

Earlier in life, when Morgan tried to encourage his oldest son to seek a career in medicine, the response he received was, "Dad, I want to fly." The flying bug has rubbed off on yet another generation as well — Morgan's grandson is currently an airman in the Alaska Air National Guard.

When asked what he enjoys more — caring for patients or flying — Morgan confirmed that his patients have always come first. But flying is a close second. He especially enjoyed flying from town to town in Alaska to provide care. It was "nice to combine the two passions."

Morgan, who now resides in Texas, admits that aviation can be a therapeutic experience.

"I got a lot of joy out of flying," he said. "It was a wonderful feeling to be up there, off the ground, going 100 mph. You look down at the ground below or up at that pretty sky and it makes you feel really good. I thank God for the opportunity and for the beauty of our wonderful USA." ▲



In 1946 Morgan was crowned "king" of the Shawnee, Oklahoma, air show for his essay, "Why I Want to Fly," which won a CAP-sponsored contest that also carried the prize of free flying lessons.

2015 Legislative Day on Capitol Hill

By Julie DeBardelaben



An early-morning snowfall provided a picturesque landscape for Civil Air Patrol's 2015 Legislative Day in Washington, D.C. Visible here in its wintry finery is the United States Supreme Court Building, sitting proudly near the Capitol. CAP's wing commanders enjoyed many such memorable moments as they maneuvered through the House and Senate office buildings to conduct a record 445 appointments with legislators and their staffs. U.S. Sen. Thad Cochran, R-Miss., chairman of the Senate Subcommittee on Defense, spent a full half-hour with the contingent from the Mississippi Wing. This year's increase in meetings with actual congressmen (as opposed to staffers) was attributed to CAP's enhanced visibility associated with the Congressional Gold Medal. Photo by Maj. Robert Bowden, Michigan Wing



U.S. Sen. Shelley Moore Capito, R-W.Va., visits with Cadet Capt. Erin Leslie and Sarah Leslie, both of the West Virginia Wing, in the rotunda of the Russell Senate Office Building. Cadets were highly visible on Legislative Day, adding instant interest from the nation's legislators in CAP's cadet program.

Photo by Susan Schneider, CAP National Headquarters



Lt. Col. John Jones of the New York Wing was one of several members presented with achievement awards on Capitol Hill. Jones received his Gill Robb Wilson Award from U.S. Rep. Richard Hanna, R-N.Y. Photo by Susan Schneider,

CAP National Headquarters



The congressional membership certificate for U.S. Sen. Thad Cochran, R.-Miss., was presented by CAP National Commander Maj. Gen. Joe Vazquez, left, and Mississippi Wing Commander Col. Mallory D. Woodcock. Photo by Maj. Robert

Bowden, Michigan Wing



The preferred mode of transportation on Legislative Day is the Washington Metro. Here Cadet Senior Master Sgt. Victoria Notheis, Cadet Capt. Ben Dixon and Cadet Chief Master Sgt. Madelyn Towe, all members of the Virginia Wing, show their enthusiasm for the adventure. Photo by Susan Schneider, CAP National Headquarters



“The wing took part in that mission?” remarked U.S. Rep. Kristi Noem, R-S.D., while reviewing the wing’s customized legislative handout. Noem, referring to the summer 2014 tornado in Jerauld County and Wessington Springs, met with South Dakota Wing Commander Col. John Seten between meetings in the Rayburn Room. The unfurnished room, used by members of Congress when they come off the floor for various meetings and events, is dedicated to the memory of Sam Rayburn, under whose leadership it was authorized, designed and constructed.

Photo by Lt. Col. Christopher Roche, Maryland Wing

Florida Wing Chief of Staff Lt. Col. Luis Garcia, left, and Government Relations Adviser Lt. Col. Phil Zedonek present the wing’s accomplishments in 2014 as well as CAP’s budget request for 2016 to U.S. Rep. Mario Diaz-Balart, R-Fla. The wing conducted 80 search and rescue missions in 2014 and was credited with 65 finds. Photo by

Susan Schneider, CAP National Headquarters



U.S. Rep. Mark Takai, D-Hawaii, stands next to his chair in the Cannon House Office Building, which is occupied at his request by Cadet 2nd Lt. Ariana Bean of the Hawaii Wing. “I see the value you bring to the table,” Takai told the wing’s contingent, which included Hawaii Wing Commander Col. Jeff Wong and Pacific Region Commander Col. Brian Bishop.

Photo by Lt. Col. Christopher

Roche, Maryland Wing



The Connecticut Wing was ranked in the top 10 in all of CAP in aircraft use last year, one of many interesting facts absorbed by U.S. Sen. Christopher Murphy, D-Conn. At right is Connecticut Wing Commander Col. Ken Chapman.

Photo by Maj. Robert Bowden, Michigan Wing

The ceilings on Capitol Hill add to the ambience of the halls of Congress. Pictured is the rotunda located in the foyer of the Russell Senate Office Building.

Photo by Susan Schneider, CAP National Headquarters



U.S. Rep. Rob Wittman, R-Va., welcomes Cadet 1st Lt. Cynthia Smith and other members of her wing to his office. Photo by Susan

Schneider, CAP National Headquarters

This sculpture titled Genius of America is displayed in the tunnel between the Cannon House and Longworth House buildings. An allegorical figure of America in the center (shown here) holds a shield emblazoned with USA, resting on an altar dated July 4, 1776. This Vermont marble reproduction of the original sandstone by Luigi Persico was created by George Gianetti of Washington, D.C. Photo by Lt. Col. Christopher Roche, Maryland Wing



Maj. Phillips H. Meador, left, and Chief Master Sgt. Ron Knight, both of the Kentucky Wing, were among the representatives of each of CAP's 52 wings who brought the organization's message of emergency services, cadet programs and aerospace education to Congress. Photo by Susan Schneider, CAP National Headquarters



U.S. Rep. Barry Loudermilk, R-Ga., and his wife Desiree, both active CAP Congressional Squadron members, pose with Georgia Wing Commander Col. Richard Greenwood. Photo by Lt. Col. Christopher Roche, Maryland Wing

An Unexpected Challenge Coin Exchange

By Mitzi Palmer



The Pennsylvania Wing Commander's Coin for Excellence is used to recognize members and those in the community who exemplify the core values of CAP and execute outstanding performance and service.

Photo by Col. Sandra Brandon, Pennsylvania Wing

Cadet Tech. Sgt. Evan Zanolli — an eighth-grader who belongs to Chester County Composite Squadron 1008 in Chester County, Pennsylvania — had a moment he will always remember when he presented a special CAP challenge coin to four-star Gen. Mark A. Welsh III, chief of staff of the U.S. Air Force and a member of the Joint Chiefs of Staff.

The high honors student at Episcopal Academy was asked to make the presentation during a luncheon at the Union League on behalf of Col. Sandra Brandon, Pennsylvania's wing commander, and all CAP squadrons in the state. The event was held to honor Welsh and to celebrate the 67th birthday of the Air Force.

The cadet was surprised and honored as well when he was given a challenge coin in return from the general himself.

"It was a phenomenal, once-in-a-lifetime experience and I will remember that moment for the rest of my life," Zanolli said.

The Challenge Coin

Military coins — whether commander's coins, challenge coins or unit or squadron coins — are often used to recognize excellence and show appreciation of a job well done.

"In this case, the coin was presented to the general to recognize and show how grateful we are in the Pennsylvania Wing for his service to his country as well as those who have served and continue to serve our great nation," Brandon said. When Brandon took over command of the wing in 2011, she designed 100 numbered coins to be used to recognize members and those in the community who exemplify CAP's core values and execute outstanding performance and service.

"This is our overriding goal in everything we do in the Pennsylvania Wing — to serve at the highest level of excellence and to do so with a deep sense of service to our community, state, nation and each other."

Exchanging of the Coins

Zanolli said he was well-prepared to meet the highest-ranking officer in the U.S. Air Force, thanks to his squadron commander, Maj. Charles Gerth, and retired Air Force Brig. Gen. Bruce Thompson, both of whom

Military coins ... are often used to recognize excellence and show appreciation of a job well done.

spent time teaching him protocol for the presentation.

“After I presented Gen. Welsh with the Pennsylvania Wing’s Coin of Excellence, he thanked me and said he was honored,” the cadet recalled. “Then he asked if he could salute me and I said, ‘Of course, sir!’ I couldn’t believe the chief of staff of the Air Force was saluting me, (then) a cadet senior airman!”

After the cadet returned the salute, Zanolli was presented with the Air Force Chief of Staff coin.

“I had no idea that was going to happen,” he said. “I was shocked and very honored. It was an incredible moment.”

The Rising Cadet

Zanolli, who is pursuing his pilot’s certificate, joined CAP last March because of his serious interest in airplanes, aviation and military history.

“For me, the combination of aviation, leadership development and community service is awesome,” he said. “I love being able to pursue my passion year-round and really enjoy having the opportunity to be introduced to military drills, discipline and practices. Learning new skills — such as safety and emergency services techniques — maintaining my uniform, respecting the chain of command and having to work through different criteria to earn promotions have all been very rewarding and a lot of fun.”

The young cadet was one of only 200 rising eighth-graders in the U.S. to attend the summer STEM (science, technology, engineering and mathematics) camp at

the U.S. Naval Academy in Annapolis, Maryland, just a few months ago.

More than 7,000 students applied to attend the prestigious camp run by the No. 5 “Best Undergraduate Engineering Program” in the country, as ranked by *U.S. News and World Report*.

He also received a full merit scholarship to attend the National Flight Academy’s six-day summer Ambition program on the grounds of Naval Air Station Pensacola, Florida.

At Episcopal Academy, Zanolli is a member of Chapel Council and is a three-sport athlete on the middle school football, wrestling and lacrosse teams.

He received some advice from Welsh after their meeting and exchange of coins.

“He said, ‘Down the road, you should pick something you really enjoy and be very good at it,’” the cadet recalled.

And Zanolli hopes to honor his advice.

“I plan to apply to the Air Force and Naval academies for college,” he said. “I would like to study aeronautical engineering and hope to become a fighter pilot. The opportunity to serve my country would be a tremendous honor.

“I feel that CAP is helping me get started on that path, and the more involved I become, the more sure I am that this is the right career goal for me,” he said.

In the meantime, he is savoring the moment made possible by Gerth and Brandon and is looking forward to continuing his leadership development through CAP. ▲



Civil Air Patrol Cadet Tech. Sgt. Evan Zanolli and Air Force Gen. Mark A. Welsh III, chief of staff of the U.S. Air Force and a member of the Joint Chiefs of Staff, exchanged challenge coins. Photo

courtesy of Michael Zanolli



4th One!

Fourth son of a Mississippi Wing family earns Spaatz award

By Kristi Carr



Brothers, CAP members and fellow Spaatzes, the four Hester brothers — from left, Colby, Timothy, Jonathan and Joshua — made history by being the first four brothers to all achieve the very competitive Gen. Carl A. Spaatz Award.

Photo courtesy of the Hester family

For a Civil Air Patrol cadet, it doesn't get any better than earning the Gen. Carl A. Spaatz Award. Attained by only one-half of 1 percent of all CAP cadets, the Spaatz award is a rare achievement.

So, imagine the odds of having four sons from a single family attain this honor.

That's the case for the Hester family, current and former members of the G.V. Montgomery Composite Squadron in Meridian, Mississippi.

The Hesters are the first family to have four sons to qualify for the Spaatz. They were preceded almost 30 years ago by the Kansas Wing's Retz family, which had four Spaatzes siblings — three sons and one daughter.

It takes a village

Mississippi Wing's commander, Col. Mallory D. Woodcock, noted that odds have nothing to do with this stellar achievement. Instead, it takes sincere devotion on the part of the individual, the family, the squadron and the organization.

"The entire Mississippi Wing is beaming with pride for our latest Spaatz award recipient, Cadet Col. Jonathan Hester," Woodcock said. "This is a remarkable accomplishment for any cadet, but having four brothers earn this milestone is truly exceptional.

*"This is a remarkable accomplishment for any cadet, but having four brothers achieve this milestone is truly exceptional."
– Mississippi Wing Commander Col. Mallory D. Woodcock*



By the Numbers

The first family with **four Spaatz siblings** —
Kansas Wing's Retz family:

- Lawrence P. Retz, No. 271, May 28, 1974
- Kevin M. Retz, No. 682, Feb. 6, 1984
- Mary K. Retz, No. 776, Oct. 20, 1985
- Patrick A. Retz, No. 799, May 22, 1986

4

Counting the Hester brothers, the G.V. Montgomery Composite Squadron in Meridian, Mississippi; has **six Spaatz recipients**:

- Tyler Todd, No. 1698, June 16, 2008
- Colby Hester, No. 1704, July 15, 2008
- Joshua Hester, No. 1729, May 4, 2009
- Timothy Hester, No. 1840, May 19, 2012
- Ryan Howard, No. 1924, Jan. 23, 2014
- Jonathan Hester, No. 1969, Aug. 12, 2014

6



Mississippi Gov. Phil Bryant presents Cadet Col. Jonathan Hester with his Gen. Carl A. Spaatz Award. Hester is a member of the G.V. Montgomery Composite Squadron in Meridian, Mississippi, and one of four brothers in his family to achieve the Spaatz award. Photo by Capt. Doug Hester, Mississippi Wing

began to sink in. No pressure, though, right?”

As Spaatz recipients are recognized, each is assigned a number. For the Hester family, those numbers are 1704 for Colby in 2008, 1729 for Joshua in 2009, 1840 for Timothy in 2012 and 1969 for Jonathan in 2014.

The boys' father, Capt. Doug Hester, is proud of the Spaatz awards achieved in his squadron. Besides the four brothers, the squadron has two other Spaatzes: Tyler Todd, recipient No. 1698 in 2008, and Ryan Howard, No. 1924 last year.

“My sincere and heartfelt congratulations go to Jonathan and to his brothers Colby, Joshua and Timothy. The entire squadron and the whole Hester family have demonstrated a passion for the cadet program that makes you proud to be a part of Civil Air Patrol.”

The Hester son who most recently achieved the Spaatz award agrees. “No one who ever does anything noteworthy does it alone. I never would have made it this far without support from my parents, Doug and Sharon Hester. Majs. Scott and Kathy Howard and the rest of my family, especially my brothers, also deserve credit. It was a team effort, each person doing his part to contribute to our overall success.”

A shared goal

“Attaining the Spaatz award wasn't so much a family tradition for us as accomplishing a goal,” the youngest Hester said. “After my oldest brother Colby got his Spaatz award, my brothers and I set the same goal.

“Then, after each of my brothers got his Spaatz award, the thought that we could actually make Spaatz history by being the first four brothers to all achieve this award

Currently the squadron's assistant public affairs officer and assistant safety officer, Capt. Hester is a former commander of the unit with previous service as deputy commander for cadets. “We have tried to teach all our children to be good stewards of the time and opportunities God has given them, to do their best and to finish the commitments they start. It has been very rewarding for me to be involved in the cadet program and to see my sons and other cadets learn and accomplish so much that will serve them well in the future.

“We believe the success of our program can be achieved in any squadron where parents and senior members are actively involved with their cadets. The deputy cadet commander, in particular, can have a huge impact. There are so many other activities and programs that compete for youth's time and attention today, but our cadets can be engaged successfully with timely promotions and challenging and appealing programs,” he concluded.

A demanding achievement

To attempt the Spaatz exam candidates — typically CAP cadet executive officers, deputy commanders or

commanders — must be current cadets, possess and properly wear a CAP uniform and be able to recite the Cadet Oath from memory.

After meeting these prerequisites, a cadet must pass two proctored written exams — a 60-question, multiple-choice exam on leadership, based on CAP textbooks and manuals, and a similarly structured exam on aerospace, based on selected chapters of “Aerospace: The Journey of Flight.” To test for character, a written essay is also required; evaluated at CAP’s National Headquarters, the essay must be on one of a list of moral leadership topics. Fitness is assessed by a candidate’s completion of a mile or shuttle run and various exercises.

Finally, candidates are reviewed for their demonstration of various leadership qualities, including attitude, core values, communications skills, responsibility, interpersonal skills, critical thinking and delegation. The successful Spaatz candidate averages five years to progress through 16 achievements in the CAP Cadet Program.

The award is named in honor of Gen. Carl “Tooey” Spaatz, the first chief of staff of the U.S. Air Force. Along with another pilot, he set an important flight endurance record in the early days of aviation, and during World War II he commanded the Allied air campaign, including the bombings of Hiroshima and Nagasaki.

When he retired from the Air Force, Spaatz served as the first chairman of CAP’s National Board. Spaatz cadets are expected to follow his example, serving as role models for junior cadets and later becoming leaders in their communities.

The Hester brothers are on their way to fulfilling this destiny. Colby is working at the U.S. Army’s Joint Forces Headquarters in Jackson, Mississippi; Joshua is in his junior year at West Point; Timothy is a student at Meridian Community College, pursuing a law degree in the hope of entering federal law enforcement; and Jonathan just started there as well, majoring in exercise science with plans for a career in the U.S. Navy after graduation.

“To see four siblings from one family earn the Spaatz award is truly rare; they should be extremely proud of their accomplishments as individuals and as a family,” said Lt. Col. Janon D. “JD” Ellis, national vice president of the Spaatz Association and CAP’s Spaatz liaison. ▲



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New Cessna Skyhawk order to expand Civil Air Patrol fleet

By Christine Knauer



Civil Air Patrol's longstanding relationship with Cessna aircraft continues with CAP's latest purchase of 21 new Skyhawk 172s.

The Skyhawks, produced at the Cessna Aircraft Co.'s facility in Independence, Kansas, will be delivered throughout the first half of 2015, replacing older models in CAP's fleet. In addition to the standard equipment on the aircraft, including the Garmin G1000 avionics suite, the new CAP Skyhawks will be equipped for glider towing.

Cessna Aircraft Co. is a subsidiary of Textron Aviation Inc., a Textron Inc. (NYSE:TXT) company.

It announced CAP's Skyhawk order on Feb. 2, extending a relationship that now spans 40 years.

"Few things are as fulfilling to all of us as our continued support of CAP, our largest customer for single-engine piston aircraft," said Textron Aviation's Joe Hepburn, senior vice president of piston aircraft. "The men and women of the CAP are involved in search-and-rescue operations, disaster relief, flight training, youth development and in promoting aviation throughout the country. We are proud to provide them aircraft in support of their missions."

CAP operates a fleet of 550 aircraft, most of which are



Civil Air Patrol's recent purchase of 21 new Cessna Skyhawks like this one will help CAP modernize its single-engine piston fleet, which is recognized as one of the largest in the world. Unlike other CAP aircraft that are modified for search and rescue and disaster relief missions, the new Skyhawks will be outfitted primarily to tow gliders and support CAP's ongoing mission to offer America's youth firsthand experience with flight.

Photo by Susan Schneider, CAP National Headquarters



Textron, sponsor of CAP's Legislative Day reception in Washington, D.C., provided attendees with Cessna key chains. Photo by Lt. Col. Robert Bowden, Michigan Wing

Skyhawks and Cessna 182 Skylane piston aircraft. It also operates 46 gliders.

“Cessna is one of our most valued partners,” said Don Rowland, chief operating officer of Civil Air Patrol. “Flying high-wing aircraft is very helpful for CAP, especially in conducting photo reconnaissance flights for emergency service providers in the aftermath of disasters, and the Skyhawk and Skylane are perfectly suited for our needs.”

The new Skyhawks will be delivered between March and June of this year and distributed to CAP units around the country. ▲

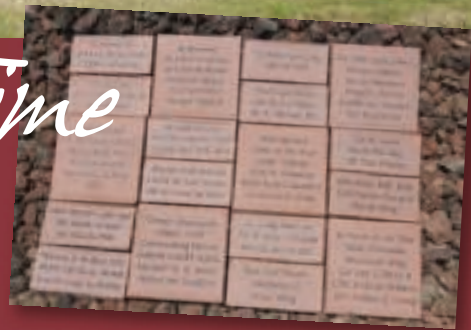


Building CAP's Future, *One Brick at a Time*

Civil Air Patrol Heritage Park is built around the base of the Cessna L-19 "Bird Dog" airplane on the pedestal in front of CAP National Headquarters at Maxwell Air Force Base, Alabama. The park provides a permanent home for recognition of CAP members, units, and friends who have made significant contributions to CAP's missions and goals.

Commemorative bricks and pavers are available, along with **desk-top size replicas** of the permanent placement.

- 4" x 8" red brick with a maximum of three lines of text for \$100.00
- 8" x 8" red paver with a maximum of six lines of text for \$200.00
- Desk top size replica for \$12.00 (only available upon purchase of brick/paver)



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An Act of Heroism

Former Cadet Awarded U.S. Air Force Commendation Medal With Valor

By Mitzi Palmer



U.S. Air Force Staff Sgt. Samuel Lerman served in Afghanistan for 6½ months from 2011-2012 as a response force leader in the 459th Security Forces Squadron. He helped guard one of two major control points in Afghanistan at the time.

On Sept. 10, 2011 — the day before the 10th anniversary of the terrorist attacks against the U.S. — Air Force Staff Sgt. Samuel Lerman was working his regular 14-hour night shift at Bagram Air Field in Afghanistan when an insurgent rocket attack on the airfield occurred.

Two Afghan contractors died and nine individuals were injured. But because of the quick response of Lerman and his fellow Air Force Security Forces members, many lives were saved.

Lerman's acts of courage that night were formally recognized recently when U.S. Air Forces Central Commander Lt. Gen. John W. Hesterman III awarded him the Air Force Commendation Medal With Valor, presented for acts of bravery in combat.



Lerman, right, poses for a photo with Safiullah, an Afghan contractor, during a 2011 deployment to Bagram Air Field, Afghanistan. Lerman helped save Safiullah's life after a rocket attack. After healing from his wounds, Safiullah returned to work shortly before Lerman completed his Afghanistan tour. Photo courtesy of U.S. Air Force



Responding to the Attack

Lerman, a former Civil Air Patrol cadet who was serving in the Air Force's 459th Security Forces Squadron as a response force leader, helped guard one of two largest control points in Afghanistan at the time.

“We usually had about 5,000 locals come through our checkpoints each day,” he said.

Lerman, now 28, said night watches didn't have the same volume of people come through as the day shift, but almost all of the attacks occurred at night — which is what happened.

“I remember hearing the sudden screaming sound of rockets, followed by several explosions, which knocked out power to the area,” he recalled.

Amid the chaos, Lerman's training came into play. He intuitively migrated to the sound of the blasts to provide assistance. When he made it outside, he noticed a checkpoint facility in his search area was severely damaged and three contractors — who had been working alongside U.S. military forces with an airfield security detail — were badly injured.

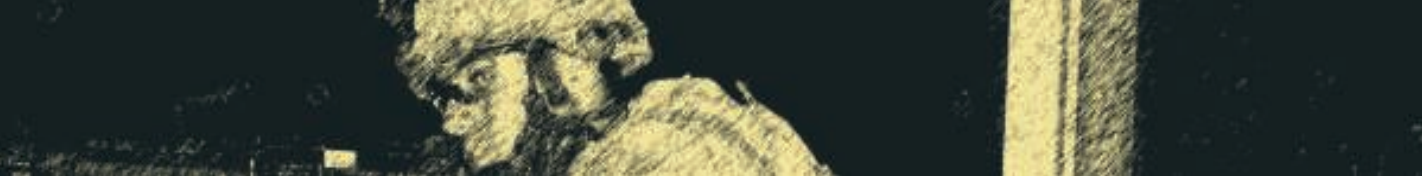
Within minutes, the crew preformed combat triage and lifesaving steps to keep the most critically wounded alive until they could be transported to the base hospital.

Lerman then turned his attention to an Afghan worker named Safiullah who had numerous injuries, including abdominal wounds, and was losing a critical amount of blood.

“He was slipping in and out of consciousness,” Lerman said. “We knew we had to get him to the hospital as soon as possible.”

He had no option but to recruit additional airmen, find a truck to transport the injured worker to the hospital on their own and tend to his wounds on the way.

“At one point, he actually stopped breathing for about 30 seconds, but fortunately he came back to,”



Lerman said.

After transporting the victim to a nearby hospital and briefing the doctors, Lerman headed back to the scene to check in with his leadership.

“Because of the chaos, the roads were blocked on the way back, and I ended up running the last leg of the trip,” he remembered.

Upon his return, Lerman went up to a tower to man a machine gun position when a second set of blasts occurred.

“Then we spotted someone coming near us in the darkness, so I illuminated the sky by shooting 40 millimeter illumination rounds to see if he was wearing a suicide vest,” Lerman said.

At the same time, the tower was fired on by an unseen shooter.

Lerman said the intruder approached his team multiple times, requiring them to disable him with nonlethal weapons. The team then radioed for another Security Forces team to capture him because of his location outside the perimeter.

By then, it was almost 1 a.m. and the scene was quieting down.

Lerman later visited the hospital where Safiullah and two other Afghan contractors were being treated. All three victims survived. Safiullah underwent several surgeries and is working again at the U.S. airfield.

Just before heading back to the U.S., Lerman visited the man one last time.

“He remembered me in the back of that pickup truck screaming at him to stay awake,” Lerman said. “He thanked me over and over again.”

From CAP to USAF

Lerman, who joined the Bethesda-Chevy Chase Composite Squadron of CAP’s Maryland Wing in 2000 when he was 13, says CAP very much prepared him for his military career.

“Civil Air Patrol introduced me to the Air Force, taught me discipline and taught me about perseverance,”

he said.

As a cadet, he spent five years on various ground missions and participated in National Blue Beret and in Ground Search and Rescue School at the National Emergency Services Academy. He was also part of the disaster response ground teams for Hurricane Isabel in 2003.

He enlisted in the Air Force at 17. In 2005, then an airman first class in the Air National Guard, Lerman deployed as part of a joint task force in the immediate aftermath of Hurricane Katrina to conduct law enforcement operations in Louisiana.

He has been in the Air Force Security Forces for 10 years, both as a traditional reservist and Guardsman, and for a number of years he was on active duty in regular component units. He attended SWAT school in 2009 with the Colorado Springs Police Department; he graduated from Colorado College in Colorado Springs in 2010.

After serving in Afghanistan from mid-2011 to early 2012, Lerman spent 2012 and 2013 on the Air Force District of Washington Headquarters staff — first in protocol and then as the operations noncommissioned officer for the Security Forces Division. In 2012 he was awarded the German Armed Forces Badge for Weapons Proficiency (Schützenschnur) Silver Class for shooting expertise with German infantry weapons systems.

Today, he is a traditional reservist working as a sales manager at Quantico Tactical for Virginia in the Washington, D.C., area, selling weapons, equipment and gear to military and police departments.

Trained to Defend

What Lerman wants people to remember most about his actions in Afghanistan that September night is that it wasn’t about him personally, but rather the role of Security Forces in protecting the Air Force in deployed operations.

“This is what every Security Forces member is trained to do — to respond when everything goes wrong. It’s the job of every defender. It’s just about where you are and when.” ▲

For the Love of Service

CAP members risk their lives to save others

By Markeshia Ricks



Maj. Rebecca Meyers, left, and Lt. Col. Tom Cooper are on-board critical care nurses for TriState CareFlight and they also volunteer with CAP's Nevada Wing. Photo courtesy of Santiago Gonzalez

"The friendships you make in CAP are forever. They're lifelong. I have met some of my best friends in Civil Air Patrol." — Maj. Rebecca Meyers

As highly trained critical care flight nurses and members of the Nevada Wing, Lt. Col. Tom Cooper and Maj. Rebecca Meyers are ready to risk their lives for others not only at work but also in their spare time.

Serving on air ambulance medical crews, the two work in one of the most dangerous fields in health care today. Flying low in helicopters and often landing in dark, remote and unpredictable terrain means each trip to pick up a car accident victim or to transport a critically ill infant could end in disaster for these nurses, who must focus on administering lifesaving care in a moving chopper.

They perform such dangerous but necessary work for the same reason they participate in search and rescue missions for Civil Air Patrol.

They do it to help save lives.

"It is a job where we get to make a significant difference," Cooper said. "People are definitely in need of help right now, and we're there to do it."

A flying ICU

A nurse for 23 years, Cooper has spent the last seven years of his career as a flight nurse. He could work in a hospital or on a traditional ambulance, he said, but he likes the autonomy and immediacy of flight nursing.

"Anything that can be done in an ER or an ICU, we can do on that aircraft," Cooper said. "We're the ones that are actually doing it. We're starting the lines and pushing the meds, controlling airways — all sorts of stuff like that. It's just much more cramped."

"The helicopter is basically a flying ER, an ambulance with wings."

An 18-year veteran of nursing, Meyers has been a flight nurse for the last 13. With a specialty in neonatal pediatric intensive care, she has done fixed-wing flight nursing internationally and on a Navajo reservation. She made the switch to flight nursing on a helicopter about 18 months ago to give her more flexibility to spend time

with her two children and also for the chance to fly.

"The dangerous part of this job is the altitudes we fly and the hazards of flying around the things on the ground that we have to land between," Meyers said. "There is a lot of flying at night. We do wear night vision goggles, and that is a good safety factor, but you are around a lot more hazards."

She said she loved flying fixed-wing missions, but international flights often involved long days and exhausting travel. Working five years on the Navajo reservation was rewarding, too, but, again, time consuming. She needed a change, and switching to helicopter-based air ambulances also freed her to volunteer as a mission pilot for CAP.

"I became a private pilot about 12 years ago, and then I went on and got my instrument, commercial and seaplane rating," Meyers said.

Cooper said flight nurses are a lot like other emergency personnel, such as firefighters and paramedics. They have to be ready to go whenever they're called, and they have to be ready to handle a wide variety of situations, from major trauma to transport missions.

"It is the same thing with CAP," he said. "Every time an aircrew goes up we're taking a risk, but it's something that we do because it is important work. We get to go out and touch lives and help people and sometimes even save lives. We get to do this every time we go to work."

A servant's heart

Cooper joined CAP because of a fascination with flying and an inability to find volunteer ambulance work when he moved to Las Vegas.

"I was looking for another volunteer outlet, and I was working on a private pilot license and had always been interested," he said. "I went to a couple of meetings and joined in the spring of 2002."

One of his favorite things about CAP is flying with members who also are military veterans, said Cooper,



Meyers, an 18-year veteran of nursing, has been a flight nurse for the last 13 years. With a specialty in neonatal pediatric intensive care, she has done fixed-wing flight nursing internationally and on a Navajo reservation. She made the switch to flight nursing with TriState CareFlight about 18 months ago. This gives her more time to spend with her two children and also the chance to volunteer as a mission pilot with CAP.



Then-Capt. Tom Cooper, right, prepares for a Civil Air Patrol flight with Capt. Kevin Stahl.



Meyers, second from left, poses for a photo with CAP cadets before an orientation flight at Furnace Creek, Nevada.

who now commands Henderson Composite Squadron.

“They flew all these other neat kinds of aircraft, and you get to learn so much just sitting next to these guys when you fly,” he said. “It’s wonderful.”

He was especially impressed by Col. Herman Bishop, search and rescue officer for Nellis Senior Squadron, who began his flying career as a fighter and instructor pilot with the U.S. Navy during World War II, then flew helicopters in the U.S. Army Reserve. “You learn so much flying with guys like that,” Cooper said.

Meyers said she rented the plane she learned to fly

from a friend, Capt. Marcum Endicott of Clark County Senior Squadron, who introduced her to CAP about a decade ago. Though becoming one of the Nevada Wing’s few female mission pilots wasn’t easy, she has been an enthusiastic member ever since.

She currently serves as professional development officer for the Nellis squadron, where she said she has been encouraged to flourish not only as a pilot but also in working with cadets and officers.

“I’ve always admired the cadets,” Meyers said. “I’ve always been so impressed with their leadership skills and the quality of the young person that tends to come out of the cadet program. Being a member of the 69th has given me the opportunity to mentor these amazing young people.”

Meyers participates in CAP's cadet orientation ride program as well as education enrichment activities, including trips to California and Nevada's Death Valley National Park, London Bridge at Lake Havasu in Arizona and historic Kingman Airport and Army Airfield Museum. One of her most memorable moments was a recent orientation flight to Death Valley.

Meyers said she can see the cadets' love for flying, and she encourages them to let no one stand between them and achieving their goals.

It's the same advice she would give to anyone strongly considering joining CAP.

"Amelia Earhart lived in an era where women were not encouraged to go into aviation, and there were a lot of personalities that were tough for her," Meyers said. "Like Amelia, just don't ever forget what your vision is.

"If your vision is to be a part of aerospace education and flying, touching the lives of young people and helping them achieve their dreams, meeting amazing people from diverse backgrounds and gaining some of the best friends of your life, then Civil Air Patrol is an organization worthy of your dream.

"The friendships you make in CAP are forever. They're lifelong. I have met some of my best friends in Civil Air Patrol," she said.

Whatever it takes

The makeup of air ambulance flight crews — one nurse, one medic and a pilot — means Meyers and Cooper have never actually worked closely together as nurses, though they've known each other for several

"It is a job where we get to make a significant difference. People are definitely in need of help right now, and we're there to do it." — Lt. Col. Tom Cooper

years. They previously worked at the same Nevada hospital and even worked at a different ambulance service at the same time before both landed with TriState CareFlight, their current employer.

Thanks to CAP, they do get to team up occasionally. They worked a mission in northern Nevada in December 2013 and were recognized with lifesaving awards and finds for their involvement in the location and rescue of a family of six.

Whatever the mission, Cooper said the motivation for being a flight nurse is very similar to what drives CAP members — a willingness to be vigilant and to sacrifice one's own comfort for someone else.

"When you go out in the middle of night and help someone who has had a bad car accident or a stroke or something like that, knowing that they are going to walk out of there, that's a feeling you just can't describe," he said. "One of the things our wing commander reminds us of is that we go out on a mission and it's done, but we need to stay vigilant because the call will come again. That happens both at work and with CAP.

"You're never really completely done. There's always another mission on the horizon." ▲



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Mrs. United States 2015?



Civil Air Patrol major's
volunteer service earns her title
of Mrs. Kentucky United States and chance
to compete for national crown in July

Civil Air Patrol Maj.
Jaimie Henson, a
member of the 73rd
Composite Squadron
in northern Kentucky,
was recently named
Mrs. Kentucky United
States 2015. She will
compete this summer
for the title of Mrs.
United States 2015.

Jaimie Henson, a major in Civil Air Patrol, has won the title of Mrs. Kentucky United States 2015. She will compete in July for the national title of Mrs. United States 2015.

The national spotlight is nothing new for Henson, who currently serves as senior adviser for character development instruction to CAP's chief of chaplains. As such, she's responsible for assisting the chief in teaching the organization's core values to over 25,000 high school cadets across America.

One of the four core values of CAP is volunteer service, and Henson's life exemplifies that. She is an outstanding role model for volunteerism and service. At her local unit, the 73rd Composite Squadron, she flies as a trained crewmember in search-and-rescue operations and is also a qualified ground team leader. She is the public affairs officer for the unit and the Kentucky Wing.

"The missions of CAP mean a great deal to me. Providing a trained and ready emergency resource for our communities while working directly with youth is a fantastically rewarding combination," she said.

Henson and her husband, Richard, who live in Independence, Kentucky, have each served in CAP for over 10 years. Her husband holds the rank of captain.

Despite her involvement in CAP, Henson's first priority is to her family. She and her husband have been married 26 years and have two children. They are expecting their first grandchild in June. Their daughter, Tel, served in the U.S. Navy for four years aboard the USS Abraham Lincoln and is attending Columbus State Community College in Ohio. Their son, Senior Airman Jaric Henson, is serving in the U.S. Air Force and is based at Robins Air Force Base, Georgia, as a member of the 78th Security Forces Squadron.

*By Chaplain Capt.
Timothy Miner*

The major is also quite active in her community. She was a Girl Scout leader for seven years. As a mother of two, she was active in local education, supporting school sports clubs and boosters as well as high school drama and band. She was a substitute teacher for 18 years and a volunteer librarian and band director.

Henson has also participated in eight Habitat for Humanity builds and is a Guardian Angel volunteer for the American Police Hall of Fame.

In addition, she has a long history of supporting her church community. She taught Sunday school, directed Vacation Bible School and was a church camp counselor numerous times. Last year she and several other women from her church began Quilters for Comfort, providing quilts to families who have suffered property loss. She currently serves on the board of directors for Quilters Inc., a nonprofit based in Cincinnati.

A trumpeter and French horn player, Henson also taught herself to bugle and auditioned to join Bugles Across America, a volunteer organi-

zation dedicated to providing live performances of taps for military events and funerals. She has had the privilege of playing at the Flight 103 Memorial Lockerbie Cairn at Arlington National Cemetery and at Quantico National Cemetery for her uncle, a career U.S. Marine.

She has been recognized several times as an outstanding volunteer by her employer, Delta Air Lines, and was selected by her peers to carry the Olympic Torch in the Torch Relay for the 2002 Salt Lake City games. She also served one term on the Independence City Council and ran for the Kentucky State Senate in 2002.

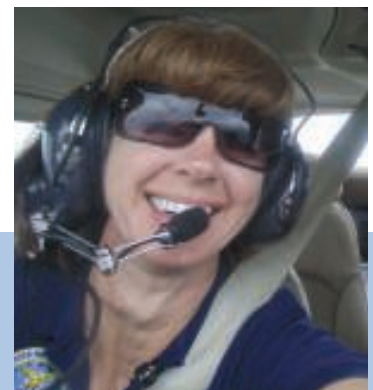
Henson holds both bachelor's and master's degrees in political science from Sam Houston State University in Huntsville, Texas, and is a graduate of Spring High School in Spring, Texas.

Throughout her reign as Mrs. Kentucky United States 2015, she plans to highlight volunteerism. "Our communities, neighborhoods and schools simply cannot survive without the volunteer," she said.

"From the small-town firefighter to the Little League coach, every volunteer opportunity is a chance to make the world a better place."

The Mrs. United States organization celebrates married women ages 25 to 65. The Mrs. United States pageant, like the local and state pageants that precede it, is especially created to honor and give tribute to married women nationwide and to provide an opportunity for married women to obtain a sense of well-being and self-confidence by achieving the recognition they so richly deserve and seldom receive. ▲

For more information on Henson's title of Mrs. Kentucky United States 2015, visit her Facebook and website at <https://www.facebook.com/MrsKentuckyUnitedStates2015> and <http://mrskentuckyus2015.wix.com/mrskentuckyus2015>.



Henson volunteers as a member of a CAP aircrew

involved in search-and-rescue operations. She was recently named Mrs. Kentucky United States 2015 for her volunteer service to CAP as well as her community of Independence, Kentucky.

Henson's volunteer service includes playing taps at veteran ceremonies. Here she performs at the Flight 103 Memorial Lockerbie Cairn at Arlington National Cemetery.

"Miracle in

By Jennifer S. Kornegay

For 2 and a half days, Civil Air Patrol patron member Dennis Steinbock was stuck, scared and injured underneath his wrecked plane deep in a north Mississippi forest. He'd survived the initial crash, but would he be found? Would he live to tell his tale? Thanks to the dedication of members of CAP's Mississippi Wing, he was rescued, and his harrowing story had a happy ending.



The front cover of "Miracle In Mississippi," written by CAP patron member Dennis Steinbock, shows the bottom side of the Oregon pilot's Zodiac 601XL, which flipped over after crashing into a north Mississippi forest in 2007. Steinbock, badly injured in the crash, was pinned underneath the plane for 2½ days but lived to tell about his rescue by a Mississippi Wing ground team. The back cover features a current photo of Steinbock, a retired educator and coach from Klamath Falls, Oregon. Photo courtesy of Infinity Publishing

Mississippi"

New book chronicles CAP
rescue of Dennis Steinbock

It's a story that Steinbock knew he had to share; in August 2014, "Miracle In Mississippi," the book he wrote chronicling the event, was published. "I made a promise to the guys who found me and saved my life," he said. "I told them I'd spread the word about what they did and all the good CAP does, so I wrote a book."

When the accident occurred nearly eight years ago, Steinbock was not a Civil Air Patrol member; in fact, he knew little about the organization. Thanks to that positive first experience, though, Steinbock did more than decide to write a book. After his recovery, he joined CAP so he could be a part of the organization that helped him. "I wanted to help others in the same way if I could," he said.

It all started in June 2007, when the high school history teacher and seasoned pilot left his home in Klamath Falls, Oregon, to pick up the Zodiac 601XL aircraft he'd bought in Alabama. On the way back home, engine trouble over Mississippi forced the plane down, and when the plane hit the ground it flipped over, pinning Steinbock beneath.

He was in pain from a few broken bones, but his survival instinct kicked in, as did the skills he'd learned as an active outdoorsman. In the heat of the Deep South, his first concern was dehydration.

Steinbock had a few water bottles he could reach; he drank those. He caught rainwater from a storm that blew through that first night. He'd briefly yelled for help

before deciding to conserve his energy. "I knew there was a chance that I would die in those woods," he said.

For two days, Steinbock chewed on wet leaves and anything else he could extract water from, doing his best to stay alive until help came. "Then I heard some planes overhead," he said.

He felt relief wash over him, though he knew they'd have a hard time spotting him through the dense trees. "I didn't know it for sure then, but they were looking for me," he said.

A CAP search and rescue mission team had picked up the ELT signal from Steinbock's plane. "They'd set up their command post about a quarter-mile from where I was and had begun a ground search," he said.

The team moved toward the signal on foot. "When I heard someone walking my way, I started making noise with the branches around me," Steinbock said. "They still didn't see me right away; the plane was down in a bit of a hollow."

But they kept looking, and Northwest Mississippi Composite Squadron Commander Capt. Richard Albee, leader of the ground team, and three cadets (including Albee's son) finally spotted the plane and rushed to Steinbock's aid. "They had water for me, which I desperately needed, and they radioed emergency services. The cadets stayed with me the entire time."

The rescuers admitted they were thrilled but surprised to find Steinbock alive. "They'd had a lot of experience with situations like mine, and with the amount of time

"I made a promise to the guys who found me and saved my life. I told them I'd spread the word about what they did and all the good CAP does, so I wrote a book." — Dennis Steinbock

Steinbock and members of the Mississippi Wing ground team who rescued him were the subject of several TV reports during his return to the Magnolia State in 2008. Here, Steinbock and his rescuers were reunited at wing headquarters at Hawkins Field Airport in Jackson. Photo by Steve Cox, CAP National Headquarters



that had passed, they'd prepared themselves for the fact that this might be a recovery mission instead of a rescue," he said.

The rescuers realized the Jaws of Life would be needed to remove Steinbock from the plane. While waiting on the equipment to arrive, an emergency medical technician checked his injuries, and Albee radioed that a Life Flight helicopter would be needed to transport him to a hospital. Once Steinbock was freed, the cadets and local firemen got him to the waiting helicopter. He was taken to Memphis Medical Center in Tennessee.

Steinbock still remembers how he felt when he saw Albee and the cadets. "I knew I was going to be OK; it was such a wonderful feeling," he said. "And they kept talking to me, letting me know they were staying with me and more help was on its way."

After months of recovery once he made it back to Oregon, Steinbock began to wonder how he could give back to CAP. "My local squadron needed a public affairs officer, so I joined and took on that role," he said. "I thought, 'Here is an opportunity to help them get the exposure they deserve.' The local population needed to know what CAP was and what they were doing."

But he went a step farther. "I'd kept a journal in the hospital so I could hold onto the details of the accident and rescue," he said. "I felt like I needed to do even more to get the word out, and I thought a book was the best way to do that."

Steinbock had his recollections of the event, but he wanted the story from the rescuers' perspectives, so he reached out to one of the CAP pilots, Lt. Col. Bob Smalley, who'd been involved in the search.

"He invited me to a CAP meeting in Jackson, Mississippi, in 2008. I went, and he helped me find and talk to five

of the other members of the rescue team," Steinbock said.

With those interviews, Steinbock was able to piece together all the elements and turn his story into "Miracle In Mississippi."

"This book is a tribute to CAP as a whole and a thank you to those members who saved my life," he said.

In the book, Steinbock highlights Civil Air Patrol's value, especially when it comes to search and rescue missions. "In my opinion, that is really one of CAP's strengths," he said. "What they did for me is what they do best. Even though local law enforcement wanted to help, and does often help in situations like mine, they just don't have the capabilities, skills and resources that CAP does. They would have been searching for a needle in a haystack in my case." ▲

Learn more about "Miracle In Mississippi" and order a copy at www.dennisteinbock.com.

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Father of Johnson Flight Academy

approaches 90 years of age, and still active in Civil Air Patrol, aerospace education



In his many years of Civil Air Patrol service, Lt. Col. Raymond J. Johnson has influenced thousands of cadets thanks to his tireless work to promote CAP and aerospace education. Here, in this 2010 photo, Johnson speaks at the flight academy in Mattoon, Illinois, that bears his name. Photo by Lt. Col. Ted E. Lohr, Illinois Wing

Lt. Col. Raymond J. Johnson has a long history with Civil Air Patrol, but from day one he's been focused on the organization's future: its cadets. The most obvious example of that is the Lt. Col. Raymond J. Johnson Flight Academy, one of the most popular CAP summer activities for cadets, which has had a positive influence on thousands of young participants for nearly five decades.

"A great many students, probably 2,500 or more cadets, have graduated from that encampment, and many have gone on into aviation careers as a result of it," Johnson said.

It all started with the desire to help a friend. After World War II, a young Johnson ran into an old high school classmate. "I was an aviation cadet late in the war, and after discharge I decided to go back home and go to college," he said. "A high school friend was working for the newly formed CAP, and he didn't have any military experience, so I joined to help him out."

That was December 1945. Johnson moved up the ranks in CAP and spent five years on the Minnesota Wing staff as director of cadets and aviation education.

His leadership skills caught the attention of CAP's national staff, and he was recommended for the executive director position for the Illinois Wing. Once again, Johnson stepped in to help. "I'd just started my engineering career after graduating from the University of Minnesota when the new Illinois Wing commander approached me about the job."

Johnson was wary at first; he wasn't sure he wanted to leave engineering or move to Chicago. But when he learned the details, it became clear what was needed. "The previous wing commander in Illinois had been sent to prison for fraud and two other members were under indictment, so they needed some serious changes," he said.

He agreed to take the job for two years, with plans to return to Minnesota and his career after that. "Once I got there, I realized the challenge, and two years wouldn't be enough time," he said.

So began Johnson's new career. He served on the Illinois Wing staff until 1994. His first task was to establish a positive identity for CAP after a slew of bad press.

By Jennifer S. Kornegay



Johnson holds a commercial pilot rating for single-engine aircraft, glider and hot-air balloons. He selected this Varga Sport as his retirement plane.

Now active with the Arizona Wing, Johnson, third from left, participates in Aviation Day at the State Capitol in Phoenix. With him, from left, are Lts. Cols. Pete Feltz, Phil Hubacek and Fred Seifritz.



“I, with the help of a great many others, turned the wing around,” he said. The Illinois Wing was being supported by an annual legislative grant. The newly elected governor was aware of the wing’s financial issues and had been monitoring the turnaround process to restore its operations and credibility. After a year and a half, Johnson was called to meet with the governor. The result was an indication that his office would be attached to the state Department of Aeronautics as the Office of Civil Air Patrol Affairs.

After several years, the Office of Civil Air Patrol Affairs assumed a serious responsibility for support of the state’s Civil Defense and its Public Education Office for Aviation Activities. It was separate from, but closely linked to, Johnson’s duties with Civil Air Patrol. He also represented Illinois’ aviation education efforts in Washington, D.C.

Johnson then turned his attention to aeronautic education and the cadet program, co-founding the flight encampment that now bears his name in 1967. “At first, it was just going to be a one- or two-time event,” he said. “But it got so much support, we kept it going.”

Eastern Illinois University in Charleston signed on to provide housing and meals for the participating cadets. Through the years, the academy has grown and expanded. This year marks its 49th anniversary.

“It has been going a long time now, proving that it was needed and wanted,” Johnson said. “It has really impacted a lot of lives in a very positive way, and I’m proud of that.”

In 1990, Johnson was instrumental in getting cadets from the International Air Cadet Exchange program involved in the academy.

Now approaching 90 years of age, Johnson has slowed down some but he’s still active in CAP, working with the Arizona Wing in its aerospace education section. He still strongly believes in the power of CAP’s cadet programs to make a difference in cadets’ lives as well as in CAP and the nation.

“There are so many benefits for CAP cadets,” he said. “They get the opportunity to learn about aviation. And that’s good for us all; there is the tremendous need for more young people to go into aviation industry, and not be just pilots. CAP has done a really good job exposing young people to the many opportunities there are in the field.”

Johnson stressed how CAP enriches the lives of all its members as well as its staff.

“In my CAP career, there have been many challenges, but so many opportunities, too. It opened many doors for me.” ▲

KING EARNS SPAATZ

By Dan Bailey

Receiving the Gen. Carl A. Spaatz Award is honor enough: It's Civil Air Patrol's top cadet accomplishment, after all, one achieved by less than one-half of 1 percent of all cadets. Being presented one's Spaatz by two top U.S. Air Force officials, though, lifts the distinction to an entirely different level.

Just ask Capt. Jeremy King of the Florida Wing's Polk County Composite Squadron. That's precisely what happened Feb. 12 at the Air Force Association Air Warfare Symposium and Technology Exposition in Orlando, when Secretary of the Air Force Deborah Lee James and Air Force Gen. Mark E. Welsh III, chief of staff, presented him with his Spaatz award.

The presentation came during the AFA Central Florida Chapter's Gala Dinner the night of the first day of the exposition. The chapter president, Ken Kelly, received the second ever Spaatz award in June 1965 as a Florida Wing cadet. King's award was the 1,979th.

"It was an incredible experience and tremendous honor and a privilege to have my Spaatz award presented by Gen. Welsh and Secretary James at the Air Force Association gala," King, 21, said afterward. "Gen. Welsh is a remarkable leader and has been an inspiration and role model for me throughout my CAP cadet career. He is the person I most

wanted to present my Spaatz award, but I never imagined that it would actually be possible.

"I have also come to appreciate and respect Secretary James in her USAF leadership role, and the



Capt. Jeremy King of the Florida Wing's Polk County Composite Squadron holds his Gen. Carl A. Spaatz Award after receiving it from Secretary of the Air Force Deborah Lee James and Gen. Mark E. Welsh III, Air Force chief of staff. Photo courtesy of Air Force Association

presentation was even more special because she was a part of it. Having the opportunity to spend time with them before and after the Spaatz award presentation was an unexpected privilege."

King also received a challenge coin from James during the VIP reception preceding the gala, and Welsh gave him one during the presentation — gestures he described as "awesome beyond words." He also had the opportunity to speak with them and other Air Force leaders at the event.

Making the experience even more memorable were King's tablemates during the gala — F. Whitten King, secretary of the Air Force from 1999-2001; retired four-star Gen. Victor Renuart Jr., commander of U.S.

Northern Command and North American Aerospace Defense Command from 2007-2010; retired four-star Gen. Duncan McNabb, commander of the U.S. Transportation Command from 2008-2011 and

former Air Force vice chief of staff; and retired three-star Gen. George K. Muellner, former principal deputy for the Office of the Assistant Secretary of the Air Force for Acquisition and chairman of the board of the AFA.

The next day, while circulating at the Technology Expo and attending two symposium panel sessions, "I was humbled by the number of people that took the time to congratulate and talk with me," King said. "Several people I met had been CAP cadets, and it was great to hear how their cadet experience influenced their USAF careers. Also, I think the Spaatz award presentation had a positive impact in making CAP more visible to many people who may not have been aware of us." ▲

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 between August 2014-January 2015.

Maj. Gregory J. Gempler	AR
Maj. Elliott L. Korona	AZ
Lt. Col. Robert C. Pinckard	AZ
Capt. Josephine A. Nash	CA
Lt. Col. Donald R. Olsen	CA
Capt. Keith V. Christian	CO
Lt. Col. Wayne R. Gould	CO
Maj. Judith B. Huff	CO
Lt. Col. Michael E. Peterson	CO
Capt. Kenneth C. Fortes	CT
Maj. Robert J. McGuire	CT
Maj. Conrad P. Rustek	CT
Maj. Brian A. Crist	DE
Lt. Col. Robert A. Hotchkiss	DE
Lt. Col. Robert A. Mooney	DE
Lt. Col. Raymond J. Stone	DE
Lt. Col. Stephanie A. Edwards	GA
Maj. Robert E. Powers	GA
Maj. J. Scott Littlefield	GLR
Capt. Arturo O. Chacon	IL
Capt. Robert L. Gould	IL
Maj. Joseph J. Long	IL
Maj. John W. Patrizi	IL
Maj. Jaquelyn L. Rounds	IL
Maj. Arthur B. Urban	IL
Capt. William C. Henderson	IN
Maj. Stephen M. Kirby	IN
Maj. Robert A. Rothenberg	IN
Maj. Barry T. Wright	IN
Maj. Danny E. Rodehaver	KS
Maj. David A. Kantor	KY
Lt. Col. Lester R. Cambre	LA
Lt. Col. Patrick Joseph Kerr	LA
Maj. Elizabeth H. Marx	MD
Capt. Robert F. Thompson	MD
Lt. Col. Keith A. Mottas	MER
Maj. John B. Johnson	MI
Maj. William H. Ohrt	MI
Maj. Shawn A. Wyant	MI
Maj. Susan T. Blessman	MN
Lt. Col. William S. Hewitt	MN
Lt. Col. Aron R. Leavstrom	MN
Maj. Jason W. Suby	MN
Maj. Stephen M. Aubuchon	MO
Maj. David J. Ellis	MO
Maj. Esther A. Grupenhagen	MO
Maj. Leonard G. Hale	MO
Lt. Col. Raun L. Hamilton	MO
Master Sgt. Robert A. Miller	MO
Maj. Charlie F. Stone	MO
Lt. Col. Felix D. Diaz	MS
Maj. Dennis R. Bissell	NC
Maj. David P. Fitchitt	NC
Maj. David R. Gilchrist	NC
Lt. Col. Shelley J. Gonzales	NC
Maj. Brendan P. Kearns	NC
Capt. Joel Lipsey	NC



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 between August 2014-January 2015.

Trenton J. Bromschenkell	CA
Sarah M. Gamble	CA
Andy D. Goodwin	CA
Logan R. Gallo	FL
Jeremy A. King	FL
Morgen D. Dieckmann	ID
Hannah J. Kuegler	MA
Shane M. Ginnard	MI
Jacob W. Jones	MN
Jonathan A. Hester	MS
Alexandra M. Dwyer	NJ
Danielle Lamphear	TX
Scott W. Steele	WI
Evan W. Thomsen	WI

Lt. Col. Stephen T. Schick	NC
Lt. Col. Robert R. McCartney	NE
Lt. Col. Danielle M. Deangelo	NER
Lt. Col. Paul T. Kelly	NH
Lt. Col. Joshua S. McGary	NH
Maj. Dennis M. Hunter	NM
Lt. Col. James L. Anderson	NV
Capt. Darrin H. Scheidle	NV
Maj. Michael S. Keupp	NY
Capt. Luis R. Ramos	NY
Capt. Joseph N. Wolff	NY
Capt. Paul E. Ault	OH
Maj. Paul A. Palmisciano	OH
Lt. Col. Larry G. Carmack	OK
Lt. Col. Steven F. Kuntz	OK
Maj. Jeffrey M. Leskowat	OK
Tech. Sgt. Patrick T. Dukes	OR
Lt. Col. Margaret E. Martin	OR
Maj. Michael J. Walsh	OR
Maj. Donald G. Kozar	PA
Maj. Robert L. Albert	SC
Maj. Bruce W. Brown	SC
Maj. Walter L. Safley	SC
Maj. Terry L. Logan	TN
Maj. Virginia Diane Brymer	TX
Maj. Joyce D. Kassai	TX
Lt. Col. Alyson D. White	TX
Lt. Col. Jeffrey A. Van Etten	VA
Lt. Col. Richard A. Lizzari	VT
Maj. Edwin L. Childers	WV



Gen. Ira C. Eaker Award

Second-highest award for cadets, presented to those who complete all Phase IV requirements of the CAP Cadet Program. The cadets listed below received their awards between August 2014-January 2015.

Cole A. Lawrence	AR
Jessica L. Parsons	AZ
Meghan E. Parsons	AZ
Samantha M. Wyeth	AZ
Michael S. Cecil	CA
Amanda M. Gonzales	CA
Cameron M. Hamnquist	CA
Michael T. Christopher	CO
Collin N. Clarry	CO
Stephanie A. Moffitt	CO
Everett M. Montano	CO
Jason C. Lesick	CT
Carlos D. Cortesi	FL
Alexander C. English	FL
Bianca I. Hardtke	FL
Trace Youngblood	FL
Samuel C. Eckert	GA
Veronica J. Killingsworth	GA
Zane C. Killingsworth	GA
Grant Miller	GA
Isaac Schuetz	IA
Noah J. Schuetz	IA
Emily M. Leddin	IL
Stephen E. Walden	IL
Hannah J. Kuegler	MA
Pushkar Aggarwal	MD
Bart D. Bartgis	MD
Emmy N. Hoyt	MD
David R. Salmeron	MD
Paige R. Barden	MI
Brendan M. Pheley	MI
Katherine J. Grotte	MN
Nathan J. Hoffman	MN
Matt L. Robbins	MO
Robert N. Abruzzino	NC
JadeAnn E. Miller	NC
Harrison M. Nagele	NC
Sean R. Peting	NC
Christopher J. Pineda	NE
Sean K. Harbison	NH
Roman B. Birchwale	NJ
Benjamin Conlin	NJ
Kaylynn A. Staba	NJ
Brad M. Villa	NM
David M. Derasmo	NV
Jazmin Goodson	NV
Samael O'Brien	NY
Andrew R. Teubl	NY
Riley B. Mitchum	OK
Dustin L. Brewer	OR
Christian H. Cheshire	OR
Nicholas G. Basile	PA
Javier Cruz	PA
Michael E. Kittleson	PA
Anthony C. Prato	PA
Jared K. Przelomski	PA
Rachel M. Scheller	PA
Sierra L. White	PA



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 between August 2014-January 2015.

Maj. John W. Hawkins	AL
Col. Harrell E. Clendenin	AR
Lt. Col. Eugene J. Caisse	AZ
Maj. William G. Gray	CA
Lt. Col. James W. Hottos	CA
Maj. Crystal D. Housman	CA
Lt. Col. Donald R. Olsen	CA
Maj. Arthur P. Dammers	CT
Lt. Col. Kelly G. Noler	FL
Lt. Col. Charles C. Cayce	GA
Lt. Col. Stephanie A. Edwards	GA
Maj. Casey Lee Cody Schroeder	IA
Lt. Col. Donald J. Farrimond	IL
Lt. Col. William D. Johnson	MD
Lt. Col. Steven H. Solomon	MD
Lt. Col. Everett W. McCullough	MO
Maj. Edward P. Angelovich	NC
Lt. Col. Joshua A. Bauer	NC
Lt. Col. Dennis O. Faver	NC
Lt. Col. Robert R. Mc Cartney	NE
Lt. Col. Jonathan W. McCullough	NJ
Lt. Col. James L. Anderson	NV
Lt. Col. Mark T. Jones	NY
Maj. David A. Dlugiewicz	OH
Maj. Gary D. Eno	OH
Lt. Col. Richard G. Slone	OH
Maj. Dianna E. Ryan	OK
Lt. Col. Thomas L. Brown	PA
Capt. Carlos E. Galarza	PR
Lt. Col. Richard E. Courtney	RI
Col. Richard F. Hill	RI
Lt. Col. Philip G. Hiron	RI
Lt. Col. Larry K. Nelson	SC
Lt. Col. Arlinda C. Bailey	TN
Lt. Col. Gary T. Ward	TN
Lt. Col. Robert J. Goodreau	UT
Maj. Robert W. Cook	WV

Ricardo J. Aviles	PR
Orlando Rohena	PR
Frankces Vargas	PR
Zachary A. Divers	TN
Jonah C. Torp-Pedersen	TN
Bradley E. Wabbersen	TX
Kelsi M. Christensen	UT
Elena C. Shriner	VA
Joshua D. Askren	WA
Thomas M. Lenell	WA
Mitchell L. Lemons	WI
Evan W. Thomsen	WI



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