

CIVIL AIR PATROL

April-June 2016



volunteer

Celebrating 75 years of service

California Wing Takes Flight to Ensure Super Bowl Safety

Alabama Members Perish Returning from Mercy Mission

CAP Launches 75th Anniversary Celebration in Nation's Capital



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The 75th anniversary of Civil Air Patrol's founding will occur Dec. 1. The organization is celebrating that milestone throughout the year, starting with an official kickoff held Feb. 25 in the nation's capital.



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ON OUR COVER

California Wing aircrews took to the skies Jan. 26 in Fresno and again Feb. 3 in Oakland to serve as intercept targets for Air Force National Guard fighters training to ensure the security of airspace around Super Bowl 50, held Feb. 6 at Levi's Stadium in Santa Clara. CAP has participated in such flights before the last 15 Super Bowls as part of Falcon Virgo exercises, carried out as part of Operation Noble Eagle, launched by 1st Air Force/Continental U.S. NORAD Region (CONR) after the Sept. 11, 2001, terrorist attacks. See story beginning on page 19.

Photo by Maj. Noel Luneau, California 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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CAP Members Honor Fallen through Wreaths Across America

Civil Air Patrol
members turned out
en masse in December
to honor the nation's



fallen in Wreaths Across America ceremonies held at cemeteries, memorials and monuments across the U.S. Observances ranged from Arlington National Cemetery to local graveyards like Wyuka Cemetery in Lincoln, Nebraska, where members of the Nebraska Wing's 155th Composite Squadron paid their respects by laying wreaths in Soldiers' Circle. About 910,000 wreaths were placed on veterans' headstones throughout the nation and overseas. Every year, squadrons in all 52 wings sell wreath sponsorships to the public as a major form of fundraising.

Photo by Capt. Wilma Gerena, Nebraska Wing



Green Flag West Squadron Honored by Air Force

Civil Air Patrol's Green Flag West Squadron has been recognized by the U.S. Air Force with the Commander's Public Service Award for its performance in CAP's Green Flag mission in 2014, supporting military unmanned aerial vehicle training at Nellis Air Force Base, Nevada. Air Force Lt. Col. Cameron "Glover" Dadgar, left, 549th Combat Squadron commander, presented the award to the Green Flag unit's leadership — Lt. Cols. Bill Hillman, Harvey Irby, Roy Campbell, Ronald Butts, Pratt Ashworth and Joseph Vallone. The award honors the CAP squadron's role in contributing to the readiness of 78 joint and coalition Air Force units and more than 600 military aircrew members. Photo provided by George General, Nellis Air Force Base, Nevada

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Something for Everyone in CAP's Cadet Program



year ago, I mentioned in this column that Civil Air Patrol's membership numbers were in a downward trend, matching similar movement in other volunteer organizations.

While CAP remains in that trend today, there are indications membership recruitment and renewals are starting to pick up. CAP's wing and region commanders have been tasked with building membership in their respective areas, and those efforts are beginning to produce results.



One membership category in particular, cadets, is an area Civil Air Patrol should be able to easily grow. CAP cadets come from a wider age range (12 to 20) than their counterparts in any other youth organization. CAP is able to support this, given the activity level of cadets and the leadership training that makes it possible to mix 12-year-olds with 20-year-olds.

No other organization has a core of leadership and aerospace education, recognizes individual achievement through a military-style system of rank and awards, builds

teamwork through drill and ceremonies and provides youth a chance to meaningfully support their communities through emergency services and disaster relief. Nowhere else do so many things come together for youth as they do in CAP's cadet program.

Because of all the benefits Civil Air Patrol offers young people, CAP has the potential to double and even triple the number of cadets recruited each year. Major youth organizations like Junior ROTC and Scouts have more members than Civil Air Patrol, yet each offers only a fraction of the activities and training CAP provides. Where else can a youngster take an hourlong orientation flight one week, attend drill and ceremonies training the next week, camp out as part of a squadron bivouac the following week, fly model rockets the week after that, and then serve on a ground team during a disaster relief drill the very next week?

Civil Air Patrol cadet officers, having completed more than half the cadet program to get where they are, are great ambassadors. Whenever cadets can be brought in to recruit others — such as at air shows, junior and senior high school events, even visits to local Junior ROTC detachments — those events should be sought out. Rather than keeping this great youth program a secret, CAP members should actively get the word out about what CAP cadets do and how to join.

The CAP cadet program will sell itself — it just needs to be introduced to the proper audience! Visit www.capmembers.com for more information.



Semper Vigilans!

Cadet Officer School, held every summer at CAP National Headquarters at Maxwell Air Force Base, Alabama, attracts the cream of the organization's cadet crop. Photo by Susan

Schneider, CAP National Headquarters

Compassion Flight Ends in Loss

By Dan Bailey

A mission of mercy ended in tragedy Feb. 1 with the deaths of two Alabama Wing members whose single-engine plane crashed in heavy fog near Mobile.



Second Lt. Phil Dryden, left, and Maj. David Mauritson flank their last passenger, Terri Colclough, before their fatal flight from Gonzalez, Louisiana, to Mobile, Alabama. Colclough told Mauritson's wife, Eleanora Mauritson, the photo was taken right after she gave both men a hug and thanked them for the ride. Photo courtesy of Eleanora Mauritson

The pilot, Maj. David Mauritson, 67, of Fairhope, joined Civil Air Patrol in September 1991. Second Lt. Phil Dryden, 66, of Gulf Shores, a CAP member since November 2015, served as mission scanner for the flight. The two, both members of the Mobile Composite Squadron, were returning from a 300-mile compassion flight to southern Louisiana.

Their CAP Cessna 182 was found 1 mile west of its destination, Mobile Regional Airport, at 2 a.m. after searchers tracked the aircraft's emergency locator transmitter to the crash site. They were returning from Louisiana Regional Airport in Gonzales near Baton Rouge after flying there for Mercy Flight Southeast, which consists of some 650 volunteer pilots who utilize their own aircraft, fuel and time to provide free air transportation to medical facilities for citizens financially distressed or unable to travel on public transportation. It coordinates many other types of humanitarian missions as well.

Mercy Flight Southeast's CEO, Steve Purello, said the two men were flying a caregiver from Tampa to the Panhandle and then to her home in Gonzales. The passenger, cancer survivor Terri Colclough, had been caring for a

cancer patient undergoing stem cell treatment in Tampa and had previously received a flight to Panama City, where Mauritson and Dryden picked her up for transport to Louisiana.

Mauritson, a cardiologist as well as a lawyer, began volunteering with Mercy Flight Southeast in 2004 and had volunteered for 33 flights, about 20 of which led to actual missions, Purello said.

"Dr. Mauritson was a hero to our Mercy Flight Southeast family," he said.

"Both of these members were devoted to the needs of their communities, and their selfless service is evidenced by their actions and deeds," said Maj. Gen. Joe Vazquez, CAP's national commander. "They will be deeply missed by the Civil Air Patrol family."

For Mauritson, volunteerism was second nature. He flew as a volunteer for not only CAP and Mercy Flight Southeast but also for SouthWings, an aviation-oriented conservation group based in Asheville, North Carolina.

In addition, "he had just received his clearance to volunteer as a cardiologist in the cardiac rehabilitation unit at a local hospital," said Lt. Col. Scott Peters, commander of

the Mobile squadron. “He was a great guy. He always wanted to help people.”

A board-certified cardiologist who founded Cardiology Associates of West Alabama in Tuscaloosa and was in practice for over 40 years, Mauritson also practiced law in Alabama for seven years.

Every summer, he served as a flight instructor at a CAP glider flight academy, said his wife, Eleanora Mauritson.

“He had a thirst for knowledge and wanted to learn everything,” she said. “He just couldn’t do enough or learn enough.”

“When it was bedtime, a lot of people lie there and read a novel or something similar. With him, he would read the *New England Journal of Medicine* or an aviation journal. I’d say, ‘Don’t you ever read anything for fun?’

“He’d say, ‘This *is* fun.’”

Mauritson also somehow found time for athletic activity, his wife said. He was an official with the U.S. Tennis Association, was president of the Fairhope Tennis Association for two years, and in past years played baseball and softball and enjoyed water- and snow-skiing.

In addition, he played the trumpet and baritone with the Baldwin Pops Band and performed in his church, the Fairhope Unitarian Fellowship. And he was taking classes in Spanish and Italian.

“I think that’s a comfort to me,” his wife said. “I feel like he lived three or four lives for everyone else’s one.”

In September 2002, as a member of the Alabama Wing’s Tuscaloosa Composite Squadron, Mauritson was proud to represent not only Alabama but also Civil Air Patrol in flying a CAP Cessna 182 with the squadron’s commander, Dennis South, from Tuscaloosa Regional Airport to New York as part of Flight Across America, held to remember the victims of the 9/11 terror attacks and to promote aviation. They joined pilots from the other 49 states in bringing their state flags for presentation to New York City officials. All 50 planes flew in a parade down the Hudson River, passing the Statue of Liberty and Ground Zero.

They picked up Mauritson’s son, Eric, in Washington, D.C., and Mauritson made sure Eric flew in the left seat on the flight down the Hudson.

Maj. Gilbert Wright, the Mobile squadron’s deputy commander, recalled Mauritson as a quiet man who never spoke about his long list of accomplishments.

His reserved nature didn’t keep him from being an effective powered flight and glider instructor, though.

“That was his real motivation — to help young people,” Wright said. “He might be quiet, but when he was with a cadet, he was pouring it on.”

During his own flight training sessions with Mauritson, “he was helping me to do it rather than forcing me to do it,” he said.

“There’s just no question he was a great man in many, many ways,” Mercy Flight Southeast’s Purrello said.

Dryden, who was a private pilot as well, served in the Vietnam War as a U.S. Army combat medic, flying on UH-1 Huey helicopters during his tour of duty. His son, Gene Dryden, said he received the Purple Heart after “he got shot up pretty bad, three times in the knees, hip and arm.

“They told him he was supposed to be in a wheelchair by the time he was 35,” his son said.

But that didn’t happen. Instead, Dryden drew on his background in chemical engineering to build a career in that field and in process and manufacturing engineering. Work took him and his family to Arizona, California, Georgia and Washington state.

As he settled into semiretirement, he and his wife, Pamela May, returned to Georgia and bought a dry-cleaning business in Rome, about 70 miles northwest of Atlanta, Gene said. They eventually sold it and moved to property she owned in Gulf Shores.

That coastal town’s beaches were an irresistible draw for Dryden, his son said. “He had a boat. He loved to be out on the water.”

He also loved to fly, Gene said. When the family lived in Lake Elsinore, California, “We used to go out flying in

“The legacy of service and sacrifice is how they will always be remembered.” — Rep. Bradley Byrne of Alabama

► **Capt. James Locke, Maxwell Composite Squadron, shared the following with fellow members of the Alabama Wing:**

"Yesterday, as Cadet Omkar Mulekar, Maj. Morgan Bennett and I were flying from Auburn to Fairhope to pay our respects for the loss of Lt. Dryden and Maj. Mauritson and to attend the memorial service, something quite moving happened and I want to share it.

"Just southwest of Auburn I contacted Montgomery approach for flight following. After establishing radar contact the controller mentioned the number of CAP planes heading to Fairhope and asked me what was happening. When I told him it was to honor our two members who had perished in the accident at Mobile Regional, he told me how saddened he was when he had heard the news and how much he and his fellow controllers appreciate what every CAP member does to contribute to aviation, to volunteer time, to fly the missions, to train, to remain ready, to serve and to continually support our communities. Though quite unexpected among the usual ATC script it was, nonetheless, quite a heartfelt thank-you for our service.

"A few miles later along our route he handed me off to Atlanta Center. Again, the controller asked why so many CAP planes were going to Fairhope. I told him and he conveyed the same sentiments of appreciation for CAP volunteers, adding that he feels our membership does not get the public appreciation we deserve and offered his personal thanks for the CAP. Again, quite unexpected.

"Those were particularly complimentary and sincere sentiments for our organization; I was very appreciative for both. I share them with my fellow wing members as they were directed to you, collectively and individually.

"Semper vigilans!"

an ultralight all the time."

After joining CAP on Nov. 3, Dryden gained certification in emergency services and trained as a mission scanner. He served as the Mobile squadron's assistant operations officer.

Wright, the unit's deputy commander, was serving as Dryden's mentor. Dryden was interested in flying for CAP and had consulted with Wright on the requirements for doing so, having obtained his private pilot's certification in September, Wright said.

He said Dryden had planned to attend the Alabama Wing's emergency services school at wing headquarters at Maxwell Air Force Base in order to gain certification as a ground team leader, but family health problems prevented him from making the trip.

"He was determined to do something for the unit and the community," Wright said.

Dryden joined the Mobile unit after "we met him a few months ago at an Aviation Day in Gulf Shores," said his squadron commander, Peters.

"He was at a point where he was retired, and he wanted to put a helping hand out to give back

to society," Gene Dryden said. "He was always helping family, and he just wanted to give. He wanted to do it in a way that he loved, and he loved to fly."

In an address memorializing the two men on the floor of the U.S. House of Representatives two days after the crash, Rep. Bradley Byrne of Alabama, whose district includes Mobile County, told his colleagues that "David Mauritson and Phil Dryden left this world helping others. The legacy of service and sacrifice is how they will always be remembered." ▲

Dryden enjoys time out in the Gulf with grandsons Corey, left, and Andrew Diem.



Mauritson and his wife, Eleanora, flank their daughter, Amy Mauritson, a physician like her father.

Members have a responsibility to build CAP for the future

The maxim goes, “All politics are local.” In that same vein, all Civil Air Patrol membership is local. That is, the local unit is where CAP builds the members who are the future of the organization.

The local squadron is where Civil Air Patrol recruits, develops and retains the members who will ultimately go on to lead the organization. All wing, region and national commanders started their CAP journey at the squadron level, meeting in an airport, church basement or National Guard armory.

The initial orientation to Civil Air Patrol is a critical foundation on which a member’s future progress in the organization is based. While much of Level I training is online, the manner in which the unit introduces new members to the organization and manages expectations sets the stage for the future. Members learn, grow and succeed on the basis of CAP’s ability to engage them in the first six months of membership. Units that emphasize developing new members, whether through training or mentorship, lay a strong foundation for success.

All new members, regardless of

their personal and professional background, have the potential to contribute to Civil Air Patrol’s missions in valuable ways and to even one day become the next wing, region or national commander. The first impression the unit makes should always be executed with the big picture and the organization’s future in mind.

Share your passion ... Join with us in this journey to make a difference in the lives of citizens across America through volunteer service in Civil Air Patrol.

Visit www.gocivilairpatrol.com for more information.



Members of the Georgia Wing stand front and center during a visit to the state Legislature in January.



A handwritten signature in black ink that reads "Don Rouland".



Flying High

*CAP Public Affairs Officer
Is Kentucky's Lieutenant Governor*

A veteran of the U.S. Air Force, Jenean Hampton often addresses others who served. Here she speaks during a Veterans Day celebration at Rockfield Elementary School in Bowling Green.

Photos by Miranda Pederson/Bowling Green Daily News

By Sheila Pursglove

As a little girl growing up in Detroit, Jenean Hampton dreamed of becoming an astronaut — and she has reached for the stars throughout her career, culminating in her December 2015 swearing-in as the 62nd lieutenant governor for the Commonwealth of Kentucky.

Hampton, who serves alongside Gov. Matt Bevin, is also a second lieutenant in Civil Air Patrol. She joined CAP in December 2014 after Lt. Col. Ted Seaman, commander of the Kentucky Wing's Bowling Green Senior Squadron, invited her to be the unit's public affairs officer.

"Lt. Col. Seaman had heard me speak when I campaigned for the Kentucky House in 2014, and I leaped at the opportunity," Hampton said. "CAP's missions of providing emergency services and aerospace education, as well as its ties to the U.S. Air Force, all appealed to me. Shortly after completing Level 1 training, however, I was tapped to run for lieutenant governor and began extensive campaigning that limited opportunities to flex my public affairs muscles."

Seaman said Hampton and her husband, Dr. Doyle Isaak, who both have an Air Force history that fits in

with CAP, "put in as much time as they can" and are "an excellent addition" to the Bowling Green squadron.

"Dr. Isaak is working toward aerial imagery and mission observer, while Jenean is working toward a rating in public affairs in what little spare time she has," Seaman said. "We are very proud of Jenean's accomplishments and support her in every way we can. She is a great asset to our squadron."

The first African-American elected to statewide office in Kentucky, Hampton plans to focus on three areas: promoting entrepreneurship to build a startup climate in the state; promoting education of all forms —

formal, informal and vocational — to create a state full of lifelong learners; and using her personal story to inspire Kentuckians and show how anyone can rise above humble life circumstances through self-reliance and a strong work ethic.

Hampton's own journey from poverty to prosperity started in inner-city Detroit, where she was one of four sisters in a low-income family. Her parents divorced when she was 7, and her mother, who did not have a high school diploma, cleaned houses to support her daughters. Hampton learned how to live on a tight budget, sew her own clothes and use the free resources of the local library.

Inspired by NASA's space program, Hampton worked in banking and in the automotive industry to help pay for college, earning an industrial engineering degree from Wayne State University in 1985.

She joined the Air Force as a computer systems officer, writing computer code and testing software. "I wanted to do something more patriotic than build cars," Hampton explains. "The Air Force also held a glimmer of hope of being a route to astronaut training."

In her seven years in the Air Force, where she attained the rank of captain, Hampton enjoyed the mix of people from all over the country. "The experience demonstrated that when people unite behind a common mission, their personal differences become unimportant and irrelevant," she said.

Deployed to Riyadh, Saudi Arabia, for seven months during Operation

Desert Shield/Desert Storm, Hampton managed the software library for airborne warning and control system (AWACS) aircraft. Although Scud missiles were lobbed into Riyadh airspace, her unit was stationed well behind combat lines. "The experience hammered home the importance of everyone doing his or her job — every task matters to accomplish the



mission," she said.

After returning to civilian life, Hampton spent 19 years in the corrugated packaging industry, rising through several promotions to become a plant manager. While working full-time she earned a master's of business administration from the University of Rochester in New York.

She met her husband at Tinker Air Force Base, Oklahoma, where he was a flight surgeon and she was a software test analyst for AWACS. "Only a small percentage of Air Force members fly in any capacity, so I was thrilled that my duties included regular flights with AWACS crews," she said.

The couple enjoys spending time with their adult children, twins Yvonne and Markus; 6-year-old

granddaughter Arianna; and teenage nephews Jett and Justin.

Hampton is a member of the Bowling Green Women's Club, Military Officers Association of America and the Kentucky Colonels Amateur Radio Club.

Inducted into the Kentucky Veterans Hall of Fame in July in recognition of her military service to the

After the inaugural parade, Kentucky Gov. Matt Bevin, right, and Hampton shake hands with U.S. veterans attending the historic event. Both Bevin (U.S. Army) and Hampton (U.S. Air Force) served in the military.

nation and community service during her post-military career, Hampton also is a member of American Legion Post 23, where the oldest members are World War II veterans in their 90s. "I enjoy the meetings for camaraderie with veterans and their spouses, and never tire of hearing stories about their time in service during various eras," she said. "Every veteran has a story, whether or not they went to war." ▲



A CAP First

New agreement with U.S. Army Corps of Engineers takes effect with Arkansas flooding

By Jennifer Stewart Kornegay

Nonstop (and in some spots, record-breaking) rain at the end of 2015 overfilled many rivers and sparked an outbreak of flooding that stretched from parts of the Midwest all the way into the Deep South. As it often is, Civil Air Patrol was called in to help assess the situation, and in Arkansas the work marked the first missions conducted under a new agreement between CAP and the U.S. Army Corps of Engineers.

“From the outset, it was all very positive,” said Tony Hill, chief of the emergency management office for the Little Rock District Corps of Engineers. “We definitely plan on using them again in the future. The coordination was great, and the crew we worked with was very accommodating and responsive to our needs, and the response time for this flood event was excellent.”

Thanks to CAP’s quick work, the aerial crew was able to catch the crests along the Arkansas River, which was critical, giving Hill and his team the exact information they

needed during the time-sensitive event.

John Desmarais, director of operations at CAP National Headquarters, explained how the agreement came about. “The Corps provides a lot of disaster response, and we have worked together on missions before, but we found out that on Corps property, they can’t use FEMA funding to support themselves,” he said.

That sometimes stood in the way of CAP rendering valuable assistance. “We realized that there was more we could do with them and for them, but we needed an official agreement to do it,” Desmarais said.

The new, national-level agreement allows the Corps to provide funding through CAP-USAF to CAP, and when CAP supports them, it’s carried out as a federal mission. “This allows us a way to operate nationwide in a standardized manner that streamlines things, meaning we can now get our support to them more quickly,” he said. “It opens up more avenues for us to do missions.”

The official agreement benefits both parties, and on CAP’s side, it will only enhance the response time that so impressed Hill, as Lt. Col. Chuck Bishop, who was an

◀ The photos CAP took of flooding at Joe Hardin Lock and Dam on the Arkansas River were integral to the U.S. Army Corps of Engineers' assessment.

airborne photographer on the Arkansas mission, noted: "The Corps personnel we worked with were very pleased with the results and especially pleased with the speed in which we responded," Bishop said. "We've worked with the Corps through FEMA in the past, but not directly. The agreement made things run faster and smoother once we got the initial approvals."

The Arkansas mission included three sorties to take aerial photos that surveyed conditions on different sections of the Arkansas River, beginning upstream and following the water down. "On New Year's Eve, we got the request from the Corps to do aerial photos and assessment of flooded locations," said Capt. Phillip Robertson, Arkansas Wing director of operations. "The sorties included areas where the waters had crested or were about to, so they could get a big picture on where the most damage was being done and where damage was expected."

Four CAP members split duties using one plane for the sorties, totaling 6.8 hours of flight time. "The mission clocked 62 man-hours with the photo uploading and plane prep," Robertson said. About 500 photos were provided to the Corps.

And CAP delivered the photos fast. "They got the photos back to us in just a few hours," Hill said. "That was incredible and helpful."

The techniques and tools CAP uses made it easy for Hill to share the photos with other organizations. "I know FEMA, the state of Arkansas and the EPA, in addition to us, used those photos, and we've already seen benefits from the photos collected; they've helped our engineers with a hydrologic modeling project that is being conducted on the river," Hill said.

The new Corps agreement brings another bonus. "We

had a member of Corps personnel go with us on our last sortie," Robertson said. "That was really helpful."

Bishop echoed Robertson. "Having the Corps member with us let us better see exactly what they wanted. It gives us a good blueprint for next time," he said.

Water, Water Everywhere

Arkansas was not the only state fighting floodwaters around the holidays. Nor was it the only state to rely on CAP's expertise and capabilities for assistance with damage assessment.

In Missouri, a close working relationship with the National Guard meant CAP aircrews out of Kansas City and Branson were up in the air taking photos 30 minutes after the initial call. "The Missouri National Guard and CAP have a great partnership," said Col. John O'Neill, Missouri Wing commander. "We work through the National Guard during natural disasters."

The crews followed flooding in the southwest section as it traveled all the way across the state. "We moved with the

crest of water. We were doing damage assessment for local authorities, and then did a few sorties with the State Emergency Management Agency and Missouri Highway Patrol, checking the river after the crest for



◀ From left, observer 2nd Lt. Michael Probus, pilot Lt. Col. Joel Buckner and aerial photographer Lt. Col. Marchelle Jones preflight a CAP Cessna 182 in preparation for the first flooding sortie in Arkansas.

vehicles that had gotten swept up in the flow."

They found two cars, both fortunately empty. While CAP members in Missouri are no strangers to flooding, this event was different.

"The majority of flooding that happened in the St. Louis area was the Meramec River that feeds into the Mississippi River, and it is usually the Mississippi



Top: The storms in Oklahoma broke December rainfall records and pushed the Illinois and Arkansas rivers over their banks, as this Oklahoma Wing aerial shot shows.

Middle: Major flooding occurred in and around St. Louis, as shown by this image a Missouri Wing aerial photographer took.

Bottom: Flooding in Mississippi led the Corps of Engineers to seek CAP's assistance in that state as it sought to determine how the levee system on the Mississippi River was holding up.

itself that floods, so we had water in areas we've not seen before. Interstate 44 was underwater for several days, and that's really unusual," O'Neill said.

The multiple missions included 46 members providing more than 415 hours of service during 26 sorties, which resulted in 3,400 photos as well as hyperspectral images taken with CAP's ARCHER (Airborne Real-time Cueing Hyperspectral Enhanced Reconnaissance) system — a custom-designed system of imaging hardware and software that allows an operator to program into an onboard computer the "spectral signature" of an object. That was useful in these missions, as it allowed the photographer to document the crest levels as well as see water levels through trees.

In Oklahoma, the massive amounts of water broke rainfall records for December and led to flooding in the eastern part of the state. CAP's Oklahoma Wing stepped up to give the Oklahoma Department of Emergency Management the aerial photos it needed to get a handle on the damage.

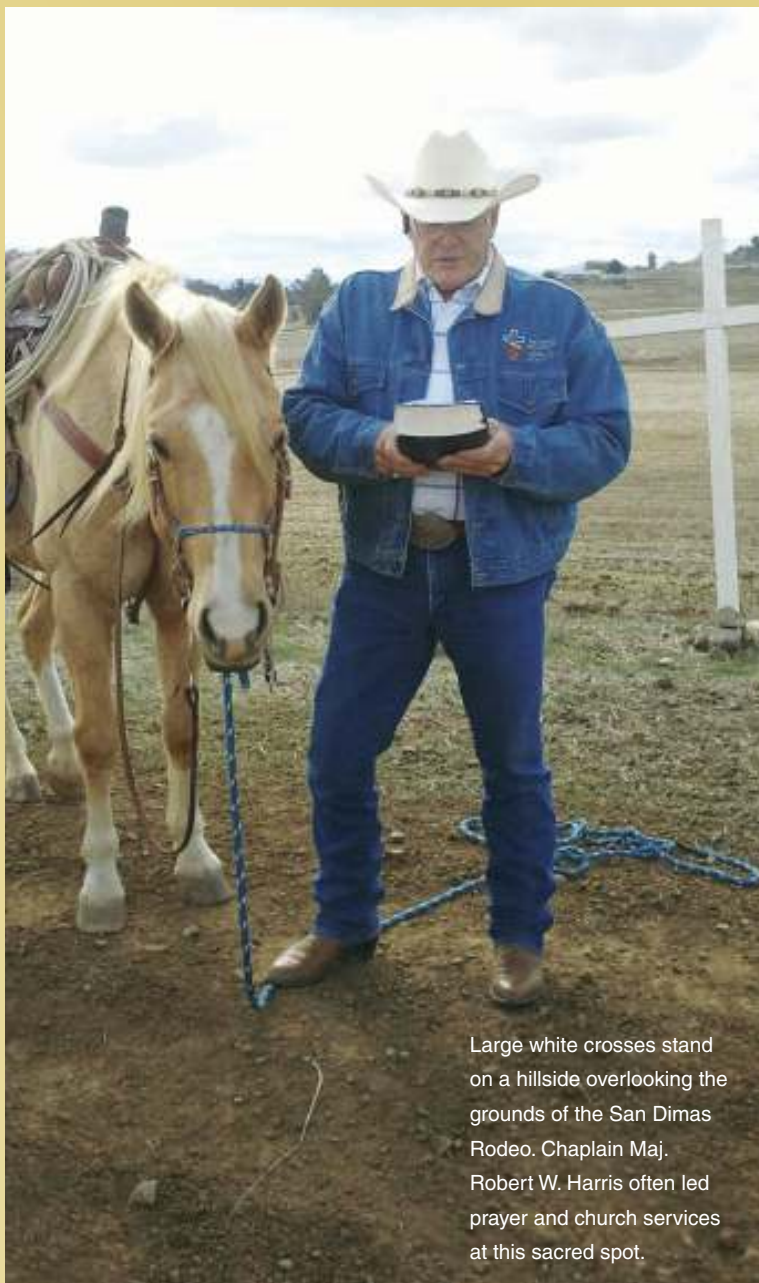
"We worked closely with the Office of Emergency Management and used aircraft and aircrew based in Tulsa and Muskogee to survey and document flooding and associated impacts along the Arkansas and Illinois rivers," said Lt. Col. Aaron Oliver, the Oklahoma Wing's director of operations and incident commander on the mission. "We also documented the impact on the Lake Eufaula area." All told, the wing provided images of flood impact in an area covering about 12,000 square miles.

Mississippi was also hit hard by days of heavy rain, and the Corps of Engineers tasked members of the Mississippi Wing with gathering aerial photos of where the mighty Mississippi River had already flooded and other spots that were at risk. "The primary objectives were to identify actual flooding areas, as well as survey the levee system to help determine their structural integrity," said Col. Mallory Woodcock, Mississippi Wing commander.

More than a dozen members participated in the mission; over two days aircrews flew five sorties, accumulating over 11 hours of flying and capturing more than 1,100 high-definition photos for the Corps of Engineers. In addition, the wing supported the U.S. Coast Guard by looking for a person who had fallen from a barge into the river during the flooding. ▲

CAP'S COWBOY CHAPLAIN

Leader of California's flock ministers to all



Large white crosses stand on a hillside overlooking the grounds of the San Dimas Rodeo. Chaplain Maj. Robert W. Harris often led prayer and church services at this sacred spot.

A diverse array of factors motivates Civil Air Patrol's thousands of volunteers to give their time and their talents in service to their communities and their country. For CAP chaplains, it's a calling, a divine inspiration.

Chaplain Maj. Robert W. Harris, the current California Wing chaplain, has been ministering to CAP members since 2007, but his time as a spiritual adviser, teacher and preacher began long before that and has a distinctly Western twist.

Harris was on the back of a horse when he was 4 years old. Growing up in Texas, he spent most of his childhood summers at his grandfather's and his uncle's ranches, learning to love the wide-open spaces and working with the cattle and horses.

He was introduced to rodeos early, and when he was 13 he started competing. "In 1963, when I was 15, I won my first rodeo buckle for a team event at my uncle's ranch," he said. The appeal of the cowboy lifestyle lassoed him and took hold, and it came to shape the rest of his life.

A move to Louisiana when he was a teenager took him out of Texas and away from the ranch, but it didn't dampen his interest in all things cowboy. Harris ended up at LSU and even played football for a year before his mother broke her back in 1969, leaving Harris needing a job to help support her and his younger sister. He found one in Las Vegas, where he learned he could make pretty good money doing what he loved.

By Jennifer Stewart Kornegay



Harris' first time on a horse came at age 4. Here, he saddles up one of his horses, Dollar, before a rodeo event.

"I worked as a stagehand and a stunt man for some of the big Western-themed shows on the strip," he said. "I was just trying to make enough money to do rodeos and to help my family. I loved working with the stunt men and the horses and all the other animals backstage."

While his family had been a church-going one, by the time he was a young adult Harris was no longer attending and had strayed from the faith of his youth. But then, working on the Hallelujah Hollywood Show at the MGM Grand Hotel, he met a showgirl who put him back on the right path. "She introduced me to some other folks interested in Christianity, and we started attending some Bible studies together," he recalled.

Soon, that girl became his wife. As

that relationship flourished, so did another one. "I recommitted my life to Jesus at that time," Harris said.

It was no hollow dedication; Har-

ris reconnected with his faith and felt led to go even further and enter the ministry. In 1976, he took a correspondence course offered by the Assemblies of God, and in 1978, he earned his certificate of ministry, giving him a spot on staff with the denomination.

He was still working in Vegas, and during the fre-

quent show strikes Harris would take cowboy jobs at ranches in northern Nevada to fill in the income gap. Alone with his horse, he honed his preaching skills, delivering sermons to a very captive audience.

"The worst job for a ranch hand is working the fence line; you're all by yourself, living out in the weather, just riding along the fences to check them," he said. "So when I did it, I would preach to the fence posts. It was kinda like a spiritual boot camp for me, like Moses in the desert."

After he'd spent 11 years in Vegas, in 1981 the church moved Harris and his wife to Spokane, Washington, for an internship at a church there. After that he was a licensed minister, and he moved to Southern California, where he became the young

marrieds pastor at the massive Crystal Cathedral (then 10,000 weekly attendees strong), a position he held from 1982-1987.

Harris now had two children and a full-time job in ministry, but he still did rodeos every chance he got.

His next job was working with the Hour of Power, the television ministry of Crystal Cathedral, founded by Dr. Robert Schuller. Harris became Schuller's assistant and — thanks to his physical size and strength — also his bodyguard. His Las Vegas show experience came in handy, too.

"My primary duties were as foreman for the construction and implementation of the program's two major events, the Glory of Christmas and the Glory of Easter," he said. Harris headed up the intricate sets and stage setup for both as well as working backstage during performances.

But soon, city life in Anaheim, California, wore thin, and Harris looked for a way to get back to the countryside and the expanses of sky he'd known as a child.

"There were just too many people where we were, so I searched for a house further out," he said.

He moved his family to a remote area of Riverside, California, where he was welcomed by a "Western feel." He also left the Crystal Cathedral to work with Pat Roberson and the 700 Club, another popular television ministry that reached viewers across the country. He managed the show's call-in resource center as well as some of its fundraising.

He enjoyed that work but longed

to get back to preaching. “That was my true calling,” he said. So in 1990 he became the pastor at Calvary Community Church, and it was here that he was recruited for “cowboy church,” a concept that combined his two passions.

He’d never stopped attending rodeos, either as a participant or just to hang out with the other cowboys there. In his early years, he rode broncos, both bareback and saddled. Later he moved to steer wrestling and then to calf roping and finally he competed in team penning and team sorting. From that first buckle at 15, he went on to earn many more.

“In 1986 I won the calf roping buckle and a saddle in the International Professional Rodeo Cowboys Association. The buckle I wear the most is from the New Mexico State Fair in Deming, New Mexico, in 1990,” he said. “I won the Bareback Champion there, well past my prime; I was 42.”

So when a city council member approached him at Calvary and told him about the longstanding rodeo in that area, he was intrigued. “He told me about the famous Lake Elsinore Frontier Days rodeo,” Harris said. “He liked my style of preaching and invited me to lead cowboy church there.”

Harris did, and then decided to branch his ministry out to other area rodeos. He wanted the support of one of the original cowboy preachers first, though.

“I’d met Coy Huffman in 1988 when I attended one of his cowboy church services at the Norco Rodeo,”

Harris said. “His organization was called Cowboys International, and he traveled all over the United States leading cowboy church at rodeos. I asked him to sponsor me to lead cowboy churches at rodeos in our area, the ones he was not able to do.”

Huffman gladly added Harris to the cowboy preacher fold, and Harris’ cowboy ministry took off. He formed the Good Company Rodeo Ministries and Cowboy Church and worked 28 rodeos a year while also holding down his regular church duties.

Harris explained the expansive mission of his cowboy church, which was made up of four distinct outreach programs.

“We ministered to the working cowboy, those working the rodeo, and we had our ‘behind the chutes’ ministry, which was being there to pray with the cowboys who were about to get on 1,800- to 2,200-pound animals, the bronc and bull riders,” Harris said.

A third aspect was Harris’ Challenge Children Rodeo, which took advantage of the family days on Sunday afternoons commonly held at rodeos. “We’d do a mini-rodeo that allowed disabled children to participate and rope hay bales and such,” he said. “I think that it was the most rewarding thing I did. We provided an event that included these kids and their families. It was a real blessing.”

And finally, he led actual church services Sunday mornings, held in a

tent or an arena on the rodeo grounds, where congregants might be on horseback, were almost certainly in Wranglers and had usually had a dusty dirt floor beneath their boots.

It was a lot of work and not just a Sunday morning affair. “I’d leave on Friday and basically sleep in my truck and freshen up with cold water from a horse trough,” Harris said. “We’d do what we called tailgate ministries on Saturday nights before the big rodeo dances. We’d sing country-western style worship music, and I’d give a short devotional from the back of my pickup.”

When he wasn’t preaching or



Harris has enjoyed every facet of his diverse ministries, but he’s always loved working with children, like the infant in this baby dedication at a rodeo church service.

praying, Harris worked the rodeos where he was holding church, serving as a judges' assistant.

In 2003 Harris pared his ministry down a bit and did only local rodeos, about 10 a year. He was still leading a traditional church, now as pastor of Winchester Community Fellowship.



He also served on the board of the International Cowboy Chaplains' Association from 2004-2006.

Through all this, he found the time to minister to another group. He joined CAP in 2006, but it wasn't his first time as a member.

"I actually first joined CAP as a cadet when I was a teenager. We were living in New Orleans, and my parents were getting a divorce. I really needed something to help me through that difficult time," he said. "I was drawn to CAP by an individual who was wearing his uniform. I asked him what his uniform was and why he was wearing it."

Harris liked the boy's answer, so he joined the local squadron. "I had some

good relationships that really helped me through a tough time," he said.

More than 40 years later, a coincidence led him back. "The lady who usually did our taxes wasn't feeling well one day when we had an appointment, so we met with a guy named Jack Nahrstadt instead," Harris said.

"He was a lieutenant colonel with CAP and was

Harris' rodeo ministries included praying with the bronc and bull riders in the chutes before they were out in the ring, riding and just trying to hold on.

chaplain for the California Wing. We had a nice chat, and that was my re-introduction to CAP."

Harris had been looking for an additional way to serve his country since 9/11. He was already a member of the United States Volunteers Honor Guard, whose mission was to provide services with military honors at California's Riverside National Cemetery, the second-busiest in the nation.

"Jack asked me about being a chaplain in CAP," Harris said, "and kinda badgered me about it, but I didn't mind. I liked him a lot; he was a straight shooter."

So he signed up, and Nahrstadt put him through chaplain training. "By this time I understood why he was so insistent; he was trying to find a replacement for himself," Harris said. "He had prostate cancer, and it

had gotten pretty bad."

Harris stressed how CAP fits into his cowboy life. "I like the structure and saw it as a good way to serve since I was retiring from rodeo competing and working around the same time I joined," he said. In 2005, at age 57, he won his last rodeo event, earning a buckle at the San Bernardino Sheriff's Rodeo for Saddle Bronc riding. That same year he

retired from active competition.

While his chaplain application worked its way through the ranks, Harris was made a squadron moral leadership officer. In March 2012 he became an official CAP chaplain. After 35 years as a full-time minister and two decades as a rodeo chaplain, Harris retired from both in 2013; that same year, he became California Wing chaplain.

He went on to explain how all his ministries meshed. "I love people," he said. "That's what has pushed me in my ministry all this time, no matter who I'm ministering to, cowboys or CAP folks."

And the core values are the same.

"Trust and integrity — these are values instilled in me by my grandpa and my dad. These two things are important to cowboys and were crucial in that ministry, and they match the values of being a CAP chaplain." ▲





California Wing
Flies with Air Force
and Homeland
Security for

Super Bowl 50

By Col. Jon Stokes



As the Denver Broncos and the Carolina Panthers prepared to do battle on the gridiron, members of the California Wing were assisting the Air Force

and other local, state and federal agencies in protecting the thousands of fans who would be descending on Levi's Stadium in Santa Clara on Super Bowl Sunday.

Within 60 days of the big game, members of the California Wing began working with the Air Force and the Department of Homeland Security to simulate intrusions into Temporary Flight Restrictions over the stadium. The Federal Aviation Administration's TFRs, placed over large public events like the Super Bowl since the Sept. 11, 2001, terrorist attacks, require general aviation aircraft to stay clear of these events for the safety of those on the ground. Aircraft violating the TFR are intercepted by local Air Force and Air National Guard aircraft and escorted away from the protected area.

Two intercept training missions were held less than two weeks before the Super Bowl. For each, two CAP aircraft were intercepted

A CAP plane flies over Levi's Stadium in Santa Clara, site of Super Bowl 50, during a Super Bowl intercept training flight. Photo by Maj. Jeff Ironfield, California Wing



Top: Capt. Georgios Michelogiannakis prepares to launch as “high-bird” from Palo Alto Airport. Photo by 1st Lt. Angelica-Lorraine Lee, California Wing

Bottom: Maj. Noel Luneau, right, and Capt. Jordan Hayes run through their preflight checklist before the Super Bowl exercise flight. Photo by Col. Jon Stokes, California Wing

by F-15 Eagles from the 144th Fighter Squadron of the California Air National Guard and a Citation jet and Black Hawk helicopter from the Department of Homeland Security. One CAP aircraft served as a “high-

bird” communications relay aircraft, maintaining constant communications between CAP’s mission base and the two planes being intercepted.

The CAP aircraft were successfully intercepted and directed to exit the restricted airspace, just as they would be in an actual TFR violation.

Aircraft routinely used for these missions are high-performance military fighters designed to fly, cruise and intercept aircraft at speeds well in excess of 250 knots. “F-16 Falcons and F-15 Eagles sometimes struggle to intercept the standard propeller-driven aircraft that routinely violate the TFRs at 100-125 knots,” said

Civil Air Patrol’s director of operations, John Desmarais.

“The Cessna platforms used by CAP are perfect to simulate the average general aviation aircraft the military interceptors would routinely encounter,” Desmarais said. “In wings all over the country, CAP is involved in helping train interceptor pilots how to approach, fly and communicate with offending aircraft so when the real thing occurs, they are prepared.”

“Flying one of these missions may seem simple, but it takes our best aircrews to participate,” said Lt. Col. Joe Brickman, the California Wing’s director of operations. “Fortunately, we have a large cadre of mission pilots and observers in our wing, and we choose only the best for these missions.”

Before the Sept. 11 terrorist attacks, Civil Air Patrol supported some intercept training but typically flew only a few dozen sorties a year, primarily in the Washington, D.C., area. Today, CAP annually supports more than 200 intercept training sorties across America. And in recent

years, CAP wings where the Super Bowl has been played have worked with the North American Aerospace Defense Command and local fighter wings in advance of the game to help prepare the pilots who will be tasked with patrolling the skies.

In order to minimize the number of TFR intrusions and the need for costly intercepts, each year CAP wings play a leadership role in implementing the FAA's TFR Awareness Program, which has proven effective in reducing the number of intrusions.

"The California Wing does several VIP Awareness missions every year due to frequent official visits by the president and other dignitaries, and our aircrews have become very well-versed in the program," said Col. Alan Ferguson, California Wing commander. In anticipation of the Super Bowl, over 50 general aviation airports were visited by CAP aircrews. They flew from airport to airport, passing out the TFR literature and talking to pilots at fixed base operators (FBOs), pilot lounges and even in some airport coffee shops.

As a result of the size and scope of the Super Bowl, the local and national news took a great interest in the Air Force and Civil Air Patrol's role in keeping the skies over Levi's Stadium safe. Three major networks sent reporters to cover a media flight, and the actual training mission and television reports on CAP's activities were broadcast on the nightly news, placing emphasis on CAP's role in the exercise. "We were very happy we were able to get the word out about

what CAP was doing in this mission," Ferguson said.

In all, more than 175 media stories mentioned CAP and its Super Bowl mission. Those stories, included on CNN Online, AF.mil, the Homeland Security News Wire, KNBC-TV in Los Angeles, and Bay Area network affiliates as well as national aviation websites like the Aero-News Network, AOPA Pilot Online and General Aviation News, reached a potential audience of 317 million.

Total Force family is truly remarkable. They are an outstanding Total Force partner, reliably assisting in our annual Super Bowl training. Throughout the year, CAP provides similar assistance, and we could not complete our mission training without them," said Lt. Gen. William Etter, commander 1st Air Force and commander Continental North American Aerospace Defense Command Region.

While CAP may not have been on



The mission's public affairs officer, Col. Jon Stokes, explains the VIP Outreach Program and shows a TFR awareness poster to NBC news reporter Jodi Hernandez. Photo by Lt. Col.

Juan Tinnirello, California Wing

*"We could not complete our mission training without them."
— Lt. Gen. William Etter, commander 1st Air Force (AFNORTH) and commander Continental North American Aerospace Defense Command Region (NORAD)*

A comment from CAP National Commander Maj. Gen. Joe Vazquez, included in one of the CAP news releases, was selected as the Aero-News Network's Quote of the Day on Jan. 27.

The Air Force was quick to praise CAP's hard work on this vital mission: "Civil Air Patrol's addition to the

the field for the big game, its aircrews were there helping as a member of the Air Force Total Force to ensure the safety and security of players, fans and the citizens of California. On reflecting on the mission's success, Ferguson said, "It was truly a team effort, and we are honored to be part of the team." ▲



NATIONAL CADET COMPETITION 2015

CAP's Top Cadets Push Each Other to Be the Best

By Jennifer Stewart Kornegay

"Go! Go! Faster!"

Shouts of encouragement, cheers and whistles bounced off the gym walls and floors, filling the space with the sounds of competition and camaraderie as groups of cadets pushed through timed sit-up races and rotated through the fitness component of the 2015 National Cadet Competition at CAP National Headquarters at Maxwell Air Force Base, Alabama.

The cadet program is filled with some of the country's best and brightest youth, but it's the cream of this already standout crop that ends up at NCC. They compete as teams in fitness, leadership and color guard events as well as written exams to determine who will end up taking home top honors.

This NCC brought 96 cadets representing 16 teams from 14 wings (Arizona and Florida had two teams each) to CAP National Headquarters

from Dec. 29-Jan. 2. Four other cadets also participated as staff members. Most got to NCC by beating other teams in region-level events.

While NCC has long been a vital part of the cadet activity roster, in 2015 national headquarters changed things up a bit, as Lt. Col. Grace Edinboro, the competition's activity director, explained. "We introduced a new competition program. It emphasizes a smaller team, only a color guard, not a drill team, that more



Cadet 2nd Lt. Jacob Madsen and Cadet 1st Lts. Cameron Roach and Jacob Little of the Arizona Wing's Deer Valley Composite Squadron 302 post the colors outdoors. Photos by Susan Schneider,

CAP National Headquarters

squadrons are able to field," she said.

The program's six core areas of competition include indoor and outdoor posting of the colors, a physical fitness test, a written exam on aerospace and leadership, a team leadership problem and uniform inspection as well as four electives: public speaking, model rocketry, a "Jeopardy"-style quiz and a litter obstacle course. A drill team competition was retired. "We hope the new model will allow more squadrons to participate at the

'Spartans' earn first-place Air Force Chief of Staff Sweepstakes Award Trophy

The Florida Wing's Spartans started the New Year in grand style, putting their names on the Air Force Chief of Staff Sweepstakes Award Trophy as grand

champions of the 2015 National Cadet Competition.

The 96 cadets participating in the competition Dec. 29-Jan. 2 reached the national stage by winning group, wing and regional competitions. Each of CAP's eight regions were represented, as well as 14 wings — Arizona, California, Colorado, Florida, Hawaii, Michigan, Minnesota, New York, North Carolina, Ohio, Pennsylvania, South Dakota, Utah and Virginia.

Members of the championship team, from the Coral Springs Cadet Squadron, were Cadet 2nd Lts.

Michael Cassell and Santiago Ledesma, Cadet Master Sgt. Andres Fonseca, Cadet Staff Sgts. Kenneth Lasseter and Pedro Turmero and Cadet Senior Airman Anthony Vicary. The team was escorted by Capt. Luz Levin and 1st Lt. Sean Owens.

In addition to the Air Force Chief of Staff Sweepstakes Award Trophy, second- and third-place team awards were also presented:

The Florida Wing's Sabre team, consisting of cadets from Ormond Beach Composite Squadron, was first runner-up to the Spartans, taking second in the competition. The California Wing's CA-324 team — cadets from Skyhawk Composite Squadron 47 — finished third.



CAP National Commander Maj. Gen. Joe Vazquez, left, and National Cadet Competition Activity Director Lt. Col. Grace Edinboro, right, pose with members of the Florida Wing's Spartans — grand champion of the 2015 NCC. Members of the Spartans, from the Coral Springs Cadet Squadron, are, from left, Cadet Senior Airman Anthony Vicary, Cadet Staff Sgt. Kenneth Lasseter, Cadet 2nd Lt. Michael Cassell, Cadet Master Sgt. Andres Fonseca, Cadet 2nd Lt. Santiago Ledesma and Cadet Staff Sgt. Pedro Turmero.



face-to-face; it was a very alive atmosphere, and it made me a more knowledgeable cadet,” said Browning, a member of the North Carolina Wing’s Raleigh-Wake Composite Squadron. “It also gave me the motivation to come back and command my own team this year.”

First timer Cadet Tech. Sgt. Edgar Richardson of the Arizona Wing’s 388th Composite Squadron came to NCC looking to enjoy the time with his teammates but also to be challenged and to grow. “I am having as much fun as I can with my team,” he said, “and I’m learning too.”

Cadet Senior Airman Brent Polard of the Ohio Wing’s Youngstown ARS Squadron was also at NCC for the first time, and he admitted being a bit nervous. “I got over that quick though, and I really enjoyed it. It helped me increase my communication and teamwork skills,” he said.

Cadet 2nd Lt. Lydia Chanski and Cadet Capt. Sarah Chanski, sisters who belong to the Minnesota Wing’s North Hennepin Composite Squadron, were at NCC this year, too. While Sarah had been once before, they were equally thrilled to participate. “I’m really excited to meet other cadets and get their take on CAP,” Lydia said.

Sarah agreed. “I was last at NCC in 2012, and my favorite part, much like many CAP activities I go to, was meeting cadets from all over the nation and being able to compare and contrast our experiences. It’s pretty funny how we all have many of the same issues and goals no matter



wing level, bringing the competitive program to more cadets overall,” Edinboro said.

NCC’s mission is to provide a framework of competition centered on

the CAP cadet program, allowing the cadets to demonstrate their aptitude and knowledge with respect to academics, physical fitness and teamwork. And while every cadet who makes it to NCC is highly skilled, making the competition intense, no matter who wins, no one really loses. Each cadet takes home some valuable lessons.

This year’s event was Cadet Maj. Holden Browning’s second NCC experience. “I loved the panel quiz we did in 2013. I liked competing

Top: Cadet Senior Master Sgt. Cody Mitchell, left; Cadet Capt. Emilee J. Mandile; Cadet 1st Lt. Jackson Burnett; and Cadet Senior Master Sgt. Sean Young of the Arizona 388th Composite Squadron compete in the indoor posting of colors.

Bottom: Cadet Tech. Sgt. Matthew Mangold of the Pacific Region’s West Oahu Composite Squadron team works on his rocket during the model rocketry phase of the competition.

where we're from," she said.

Forming relationships with their counterparts from other areas is a highlight of NCC for most cadets. This exposure to the diversity of the CAP family is an integral part of the cadet program.

Personal growth is another key feature, and NCC fosters that. "Civil Air Patrol cadets enjoy the challenges CAP offers. The National Cadet Competition offers those challenges at the highest levels," Edinboro said.

"Our cadets like to win! It's great seeing them so fired up to compete, and we work hard to give them a fair playing field on which to show us what they can do."

And what they can do is impressive. "I was in athletics for 30 years, and it is crazy to me to see the level of dedication from this group," said 1st Lt. Wayne Browning, Holden's dad, who was the Raleigh-Wake team's coach and escort. "And everything they do here is giving them some great takeaways. I think the leadership they learn will serve Holden well in anything he does."

NCC is a major milestone for the



"Every time I attend an event or get

another opportunity to lead, I learn something new

about myself and what I can do."

— Cadet Capt. Emilee J. Mandile,

388th Composite Squadron,

Arizona Wing

participating cadets, and it and the other aspects of the cadet program have changed their lives for the better and are shaping their future in positive ways. "I have learned how to lead and instruct people well, and in doing so, I have become a much more confident person and leader," said Lydia.

Her sister echoed her thoughts. "I've learned self-discipline for sure. Not just in the simple sense, but also with how I conduct myself in different situations, choosing the right thing to say at the appropriate time, and understanding that if I truly want something I must work for it, and sometimes work really hard."

Cadet Chief Master Sgt. Allyson

Spay of the Youngstown squadron says she's gotten "so much" out of CAP and activities like NCC. "It has changed me as a person," Spay said. "I was really shy when I first joined, but now I am very confident in myself."

The confidence it builds — and allows cadets to share with others — may be one of NCC's biggest benefits. "Every time I attend an event or get another opportunity to lead, I learn something new about myself and what I can do," said Cadet Capt. Emilee J. Mandile, cadet commander of the 388th Composite Squadron. "But I think the best thing is when you go somewhere or do something that has a positive effect on someone else." ▲

An advertisement for Jet Service Daily. It features a Cessna aircraft in flight against a blue sky. The text "JET SERVICE DAILY" is prominently displayed in large, bold, blue letters. Below it, in smaller blue letters, is "TO AND FROM DALLAS/FT. WORTH". In the top right corner, there is a logo for "JOPLIN REGIONAL AIRPORT" with the website "www.jlinairport.com" and "American Airlines" and "American Eagle" logos.

An advertisement for Paragon Aircraft Service, Inc. The company name "PARAGON AIRCRAFT SERVICE, INC." is at the top in large, bold, black letters. Below it, the address "19 Wright Way, Fairfield, NJ 07004" and website "www.paragonaircraft.net" are listed. A Cessna logo is on the left, and a Cirrus logo is on the right. The phone number "972-575-0364" is in the center. At the bottom, it says "AUTHORIZED PARTS & SERVICE".



At Sky Ball XIII CAP Is in the Kitchen

By Kristi Carr

For anyone who thinks service in Civil Air Patrol is limited to flying, aerospace technology and emergency services, Cadet Col. Adam Eudy can put those thoughts right out of your head with a tasty bite of his signature shrimp and grits.

Eudy has used his CAP experience to further his passion for cooking, most recently as the sole CAP representative on the staff of military chefs serving some 4,000 guests at American Airlines' Sky Ball, held in support of the Airpower Foundation.

About Sky Ball and the Airpower Foundation

Sky Ball XIII took place in Irving, Texas, last fall and saluted in particular members of the U.S. Air Force and veterans of the Vietnam War. With American Airlines as its title sponsor, Sky Ball is the premier fundraising event for the Airpower Foundation, a national organization dedicated to raising funds in support of U.S. military personnel and their families. This year, the event raised \$2.2 million, which will be directed to various

military contingency funds and other programs to assist military personnel, including:

- Heroes on the Water, which helps veterans heal through fellowship and fishing.
- Freedom Flight, which transports World War II veterans on visits to their memorial in Washington, D.C.
- Wounded Warriors Veterans Day Weekend in Las Vegas.
- Snowball Express, which assists children of fallen military.
- Gary Sinise Foundation, which builds homes for our nation's most severely wounded veterans.



Cadet Col. Adam Eudy, left, poses above with Derrick Davenport, U.S. Navy, and Erica Larsen, U.S. Army, after competing in the 2015 American Culinary Federation Chef of the Year competition. They are the first all military team to win the competition. Chefs like Eudy helped prepare dinner for Sky Ball XIII in Irving, Texas, where this table, at left, was lined with 2,300 plates for the dessert course.

How a CAP cadet became involved

Sky Ball is actually a full weekend of events that includes a black-tie gala, career exposition and concert. “It is a massive event,” Eudy said. “Sky Ball takes place in American Airlines Hangar 5 at Dallas/Fort Worth International Airport. The hangar is large enough to house three to four 767s at one time. This Sky Ball involved approximately 1,500 volunteers and 4,000 attendees for a single-sitting dinner.”

Those attending included retired U.S. Air Force Gen. Norton Schwartz, U.S. Rep. Kay Granger and 27 Medal of Honor recipients, plus several mayors, entertainers and former POWs from the Vietnam War.

Eudy, now a student at the world-renowned Culinary Institute of America in Hyde Park, New York, was asked to participate by U.S. Navy Senior Chief Petty Officer Derrick Davenport. Davenport was then senior enlisted aide to the chairman of the Joint Chiefs of Staff; Eudy describes him as a longtime friend and life mentor with whom he consults regularly. Just last year, Eudy was on the team that supported Davenport in his successful bid to win the American Culinary Federation’s Chef of the Year award, making him the first military chef to capture this honor.

While celebrity chef Robert Irvine was the titular head of the Sky Ball’s culinary staff, many military chefs representing all branches were on board. Wolfgang Puck Catering provided assistance and equipment, and

food for the event was donated by wholesaler Sysco.

How, what, and, most importantly, why

American Airlines, through its subsidiary Envoy, its regional carrier, donated the use of a charter flight out of Reagan National Airport in Arlington, Virginia, to transport the chefs and their assistants, along with veterans and wounded warriors. Taking off from work, Eudy paid his own way to Arlington, as well as all other expenses for the four days he devoted to the event. As soon as he boarded the flight, he realized it was money well spent.

“I met a young veteran on board,” Eudy recalled. “He had been amputated from the waist down, yet was so happy and humble. It brought tears to my eyes. It was then I realized he and his fellow service members are the reason we do this. While there is no way we can repay what was lost, we can sure let them know what they mean to us.”

Once he arrived in Dallas, Eudy divided his time between work in the kitchen and — drawing on his experiences in CAP — general event operations. Run by a retired “gunny,” Paul Bannerman, currently a Transportation Security Administration instructor at the airport and someone whom Eudy described as a “wonder guy,” operations tracked flights and vehicles for

the event, weather, security, tickets, keys and even money.

Where CAP is always home

Eudy was home-schooled, and his parents used CAP resources in his education. He admits he wasn’t all that fond of CAP service at first.

He has since changed his mind.

“I’ve found I love instructing others about leadership and military structure,” he acknowledged. A member of the South Carolina Wing’s Low Country Composite Squadron, Eudy earned his Gen. Carl A. Spaatz Award — CAP’s highest cadet honor — in 2014 and currently advises his wing’s cadet program and most of its squadrons in addition to advising



Sponsorships and ticket sales allowed Sky Ball XIII guests to enjoy a four-course dinner and hors d’oeuvres. Menu copy

courtesy of the Airpower Foundation

units in CAP's Middle East, Northeast and Southeast regions.

Besides his home squadron, he has special ties to South Carolina's Spartanburg Composite Squadron, which he said served as a second home for him when he was working nearby in North Carolina, and to the New York Wing's Dutchess County Cadet Squadron, which is close to his school.

"When you are in this deep, it's hard to get out!" Eudy said. "I've made my best and closest friends through CAP, so I definitely see CAP in my future."

How CAP led to a career

Eudy explained how "CAP opened doors for me in a very unique way." In addition to giving him confidence as a leader — "which at my age sets me apart" — Eudy recalled how CAP pushed him into what he called a "kitchen leader" position at wing events. "There are hands-on leaders (field leaders) and hands-off leaders (executive leaders)," said Eudy. "And then there's that special blend of

the two that can only come from leading a kitchen brigade."

He started as a kitchen staff member at a South Carolina Wing encampment, soon advancing to commanding those kitchen assignments. From there he just kept on going. For the past five years, he has worked the military's culinary show, the longest and largest such show in North America, in Fort Lee, Virginia. He has also worked at the White House and at military socials that support military diplomacy with foreign military officers, meeting numerous dignitaries along the way.

"Thanks to CAP I can go into any military branch and receive management roles," Eudy said. "And with most civilian jobs in the hospitality industry wanting to see prior leadership experience, I can literally go anywhere in the world and have a job."

Though his future plans are evolving, he said he is gravitating toward being an estate manager, the civilian equivalent to an enlisted aide in the military.

"I would also like to one day work full-time at the White House," he added. "That would be pretty awesome." ▲



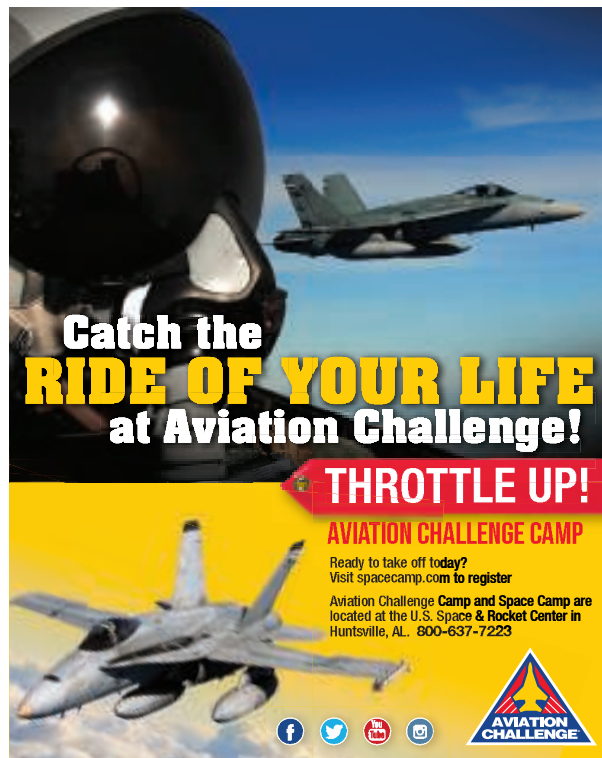
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After 75 Years,

It's Time to Celebrate!



By Lt. Col. Steven Solomon

In an address to a joint session of Congress the day after the Japanese attack on Pearl Harbor, President Franklin D. Roosevelt called Dec. 7, 1941, “a date which will live in infamy.” Six days before his historic address, on Dec. 1, Civil Air Patrol was founded by the Office of Civilian Defense and later formalized with Administrative Order 9.

It’s been a long time since CAP was created and more than 200,000 Americans responded to the call for service by volunteering during World War II. This year, on Dec. 1, the organization will celebrate its 75th anniversary, making it six years older than its U.S. Air Force parent.

“The 75th anniversary provides a unique opportunity to elevate public awareness about CAP, its heritage programs and future missions,” said Col. Frank Blazich, CAP’s chief historian. “Notably, we are able to reflect upon the accomplishments of our membership and organization to better position both for the next 75 years.”

CAP kicked off its yearlong anniversary celebration in Washington, D.C., on Feb. 25 in concert with the wing commanders’ annual Legislative Day visits with elected officials on Capitol Hill. The event featured remarks from Chaplain Maj. Jill Paulson, granddaughter of CAP’s founder Gill Robb Wilson.

The anniversary theme, “Civil Air Patrol: Always Vigilant for America, 1941-2016,” will be the focal point for all wing and region conferences throughout the year, as well as the national conference to be held Aug. 11-13 at the Gaylord Opryland Convention Center in Nashville,



What would an anniversary celebration be without cake? Slicing the first serving are Col. Jayson Altieri, chairman of CAP’s Board of Governors, and Maj. Gen. Joe Vazquez, CAP’s national commander. Photos by Susan Schneider, CAP National Headquarters



Chaplain Maj. Jill Paulson, keynote speaker, is congratulated by Vazquez for her moving speech. “Tomorrow we go back to our many tasks. But let’s not allow those tasks to diminish the bigger picture. For it is vision, not tasks, which gives what we do and why we serve meaning and significance,” she said.

ORIGINS 1936 - 1941

CAP's origin date is 1936, when Giff Hight, Wilson, World War I aviator and New Jersey director of aeronautics, returned from a trip to Germany concerned at impending war. Wilson envisioned mobilizing America's civilian aviators for national defense, an idea shared by others. In 1936, Miles Knight, a pilot and businessman, organized the Civilian Air Reserve in 1938. Other military-spirited civilian aviation units emerged nationwide, training for homeland defense.

In 1936, Wilson launched the Civil Air Defense Service (CADS). That summer, Wilson led a small committee which proposed the CADS program as a national model to President H. LaGuardia, director of the Federal Office of Civilian Defense. This proposal for a Civil Air Patrol received Commerce, Navy, and War departments' approval in November, and the CAP national headquarters opened its doors on December 1. Other flying units soon merged under the CAP banner.



WORLD WAR II 1942 - 1949

In January 1942, German submarines began attacking shipping along the East Coast. From March 1942 until August 1943, armed CAP patrols in 13 coastal guard zones from Miami to Mexico patrolled the Atlantic and Gulf coasts, halting the enemy offensive. This mission led President Franklin D. Roosevelt to transfer CAP from the Office of Civilian Defense to the Department of War.

CAP's volunteers engaged in a variety of missions, including border patrol in the southwest, coastal service, missing aircraft searches, disaster relief, target towing, and forest patrols. On October 1, 1942, CAP created a crash program for boys and girls aged 10 to 16 that prepared teenagers for the military and public service.



The CAP's wartime record earned its postwar future. President Harry S. Truman signed legislation on July 12, 1946, incorporating CAP. On May 26, 1948, CAP officially became the civilian auxiliary of the recently created United States Air Force.

COLD WAR 1950 - 1975

Postwar, CAP focused on the radar program, emergency services, and aerospace education. In 1948, the organization began participating in the International Air Cadet Exchange, and the following year introduced its first aerospace education literature for educators and CAP units. When the first cadets entered the USAF Academy in 1949, 10 percent were former CAP members.



During the Cold War, CAP search and rescue (SAR) missions became routine, and civil defense officials used CAP radio networks to coordinate disaster relief efforts. CAP assisted in training the Air Force's General Observer Corps, conducted aerial reconnaissance, and participated in Operation MOONWATCH to optically track artificial satellites.

The 1974 legislation making emergency locator transmitters in aircraft mandatory improved CAP's SAR capabilities. In 1975, for the first time, a civilian volunteer became the corporation's national commander, signaling a strategic shift in the CAP and USAF relationship.



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Tennessee. CAP wings will also offer selected anniversary activities associated with events related to CAP's missions, such as Memorial Day, the Fourth of July, Severe Weather Awareness Week, Veterans Day and National Red Ribbon Week.

Anniversary displays are planned for EAA's AirVenture, the Air Force Association's Air & Space Conference and the Mid-Atlantic Air Museum's World War II Weekend. The observances will culminate with a 75th anniversary gala at the Smithsonian's Steven F. Udvar-Hazy Center on Dec. 1.

Throughout the year, rated pilots

and observers are allowed to wear the World War II version of their aviation badge, and all members are authorized to wear the World War II lapel pin on their CAP blazer or civilian clothing. The badge and pin are popular additions to CAP's uniforms this year.

The anniversary logo, coin and patch were created by 2nd Lt. Glenn Somodi of the Ohio Wing, and the slogan was written by Lt. Col. William Houting of the New York Wing.

"In summary, there is a Stinson Voyager 10A in coastal patrol livery and a Cessna 182. It's a blend of past and present," Blazich said of the logo. "The rectangular design incorporates

CAP's red-white-blue scheme with a textual representation harkening back to the 1940s."

Vanguard Industries, supplier of CAP insignia and uniform accessories, will sell an array of anniversary souvenirs, including the 75th anniversary coin and patch, and will donate back a portion of the proceeds to help pay for some of the 75th anniversary expenses.

The CAP National History Program, with the help of Tennessee Wing Capt. Erik Koglin, has prepared a set of six graphic display panels showcasing the organization's history from its mid-1930s roots to the present. These 80-by-33-inch



panels are slated for display in the Pentagon and the United States Navy and Air Force museums. The banners are available to all members for download. Koglin further developed these panels into a set of six 36-by-24-inch posters, suitable for display in a variety of locations and venues.

Blazich noted that two trifold pamphlets on CAP's history and the cadet program are available for members to download and distribute for the 75th anniversary year. All of these items are available for download at history.cap.gov/resources. A digital media kit is also available at cap75th.com, together with a series

of public service announcements.

"There will be a special proclamation in the *Congressional Record* highlighting our history and the anniversary year," said John Swain, CAP's director of government relations. Swain is also working on a presidential proclamation.

"Our current, former and future members don't want to miss any of this," said Swain. "This is the big one!" ▲



1st Lt. Eric Muse, master of ceremonies for the anniversary kickoff celebration, is director of McDonald's restaurant department management and training in Washington, D.C., Maryland and Virginia. "I am just one example of thousands of youth whose lives have been touched and forever

changed throughout Civil Air Patrol's 75-year history," he said.

Top: These popup display panels were created for use as portable museum displays during CAP's 75th anniversary celebration.



2016 Legislative Day on Capitol Hill



U.S. Rep. Rodney Frelinghuysen accepts a CAP 75th anniversary coin from Cadet Col. Matthew Jackson of the New Jersey Wing's Twin Pine Composite Squadron. Maj. Gen. Joe Vazquez, center, joined about a dozen members of the wing for this meeting. Photo by Maj. Robert Bowden, Michigan Wing



Lt. Col. Duane Filkins, proxy for Kansas Wing Commander Col. Rick Franz, meets with Rep. Mike Pompeo in the Cannon Building. Photo by Maj. Robert Bowden, Michigan Wing



Cadet Lt. Col. Alyxandra Swanson greets Rep. David Jolly while Florida Wing Commander Col. Henry Irizarry looks on. Cadets who accompany their wing commander on Legislative Day appointments bring an exciting dimension to CAP's story of service to America. Photo by Susan Schneider, CAP National Headquarters



A Hawaii Wing change of command ceremony was held on Capitol Hill in the office of U.S. Sen. Brian Schatz, left. Col. Patrick Collins, center, assumed command from Col. John Henry Felix, at Collins' right. Participating in the event were Pacific Region Commander Col. Brian Bishop, Cadet Lt. Col. Joshua Myrick and CAP National Commander Maj. Gen. Joe Vazquez. Photo by Susan Schneider, CAP National Headquarters



Rep. Stacey Plaskett poses with Maj. Akeem Inniss, commander of Puerto Rico Wing Group 8 in the U.S. Virgin Islands; Puerto Rico Wing Commander Col. Carlos Fernandez; and Southeast Region Commander Col. Barry Melton. Photo by Maj. Robert Bowden, Michigan Wing

Up Close & Personal

By Sheila Pursglove



CAP cadets get an inside look at government

Cadets taking part in the annual Civic Leadership Academy in Washington, D.C., never know who they might run into during their week-long experience.

"The unexpected can happen as cadets walk the halls of Congress or travel in the train beneath the Capitol," said Lt. Col. Elliott Korona, activity director. Then-Secretary of State Colin Powell and the late Supreme Court Justice Antonin Scalia are two of the more prominent individuals cadets have met through CLA.

The 2016 team of 24 CAP cadets, ranging in age from 16 to 20 and representing 19 CAP wings, headed to the nation's capital Feb. 20-27 to enjoy a behind-the-scenes, hands-on view of how government works. The 12th annual CLA allowed them to experience the executive, judicial and legislative branches of government firsthand, and it provided the opportunity to grow as citizens and young leaders through lessons in persuasive

leadership, federal government, public service careers and American heritage.

"It's important to understand the CLA is not simply a field trip where our cadets sit through briefings," said Korona, an attorney who is an alumnus of the CLA program.

"Once selected, the cadets are required to complete a number of readings and written assignments in the weeks leading up to the event, aiding in their understanding of the Constitution, the branches of government and the agencies they will visit," he said. "Cadets are active participants during the briefings, asking pertinent questions and learning more than a cursory view of the inner workings of our nation's government. Cadets often spend the week away from regular school, requiring extra effort to make up the material missed during their time in CLA."

The selection process for CLA is highly competitive. "Those making



Tomb of the Unknowns

Cadet Lt. Col. Joshua Myrick of the Hawaii Wing and Cadet Maj. Hannah McSwain of the Georgia Wing, with the assistance of the Honor Guardsman, place a wreath from Civil Air Patrol at the Tomb of the Unknowns in Arlington National Cemetery. The wreath-laying was part of activities held in conjunction with this year's Civic Leadership Academy. Photo by Lt. Col. Kimberly C.

Fradley, Virginia Wing

the cut are typically some of the most outstanding cadets from around the nation," Korona said.

CLA hopefuls provide a resume of their achievements in CAP, school and community service; a letter of recommendation from a teacher or



Lt. Col. Elliott Korona, Virginia Wing legal officer, is the new director of the annual CAP Civic Leadership Academy in Washington, D.C.

CAP cadets selected for the Civic Leadership Academy visit such places as the U.S. Capitol, State Department, Pentagon, Arlington National Cemetery and the U.S. Supreme Court, where these 2015 cadets met with the clerk of the U.S. Supreme Court. Photo by Steve Pettaway,

Collection of the Supreme Court of the United States

leader; and a 400-600 word essay. For the 2016 essay, cadets chose one of four notable Supreme Court cases — Citizens United vs. Federal Election Commission, Burwell vs. Hobby Lobby Stores, Obergefell vs. Hodges or Riley vs. California. They summarized the case, explained how the court ruled, gave their personal reaction and explained that reaction. The essays were graded and the application ranked.

Each year the selected cadets, who walk 3-5 miles a day, receive briefings by high-level government officials during visits to the U.S. Capitol, Supreme Court, State Department, Pentagon and other agencies, such as the CIA, the FBI Academy in Quantico, Virginia, and legislative offices. They also visit Arlington National Cemetery, Smithsonian National Air and Space Museum, and the World War II, Korean War Veterans, Vietnam Veterans, Women in Military

Service and Lincoln memorials. In addition, they laid a wreath at the Tomb of the Unknown Soldier in Arlington.

On Legislative Day cadets meet with elected officials from their home state and explain Civil Air Patrol and its missions. “Legislative Day is always a highlight as our cadets are exposed to countless officials who can assist in their futures,” Korona said. “Each CLA cadet meets with their respective representative and/or senators as well as officers of the Supreme Court, and various officers in the State Department, the Pentagon and intelligence agencies. Some cadets have used the opportunity to personally thank their senators for academy appointments.

“Elected representatives and senators are often pleasantly surprised and intrigued when our sharp-uniformed cadets show up for appointments and articulately explain Civil Air Patrol, their role in the organization and the



value of CAP in their current and future lives. They leave a positive impression that can resurface the next time these officials are reminded of Civil Air Patrol.”

The CLA experience, created in 2004 as a National Cadet Special Activity, culminates with a final project for participants once they return home — a presentation to their home squadrons and wings.

A CAP member since 2001, Korona has served in various leadership roles, including his current position as Virginia Wing legal officer. He finds his CLA duties immensely rewarding. “I enjoy being able to work with the youth of today and helping them understand all the opportunities that are out there within the government, as well as how government works and the ability for them to change it” he said, “It’s exciting to think where these young people will go based on their experiences during CLA.”

A graduate of Embry-Riddle Aeronautical University and Arizona Summit Law School and a financial investigator for First Republic Bank in New York City, Korona added that Civil Air Patrol helped him tremendously in his own life and career: “Everything from basic responsibility, time management and so many other values present in my life today came in part from my experiences as a cadet.” ▲



2016 Civic Leadership Academy Class

The 24 CAP cadets attending the 2016 Civic Leadership Academy pose for a photo at the Lincoln Memorial. During their week in the nation’s capital, the cadets also visited the World War II, Korean War, Vietnam Veterans and Women in Military Service memorials.

Photo by Lt. Col. Kimberly C. Frady, Virginia Wing



Catherine A. Guthrie ▲ Alabama Wing
 Gregory J. Wall ▲ Alabama Wing
 Charles R. Blome ▲ Colorado Wing
 Alyxandra L. Swanson ▲ Florida Wing
 Anthony A. Chase-Hill ▲ Georgia Wing
 Hannah G. McSwain ▲ Georgia Wing
 Joshua M. Myrick ▲ Hawaii Wing
 Jodie A. Gawthrop ▲ Illinois Wing
 Hannah L. Imel ▲ Indiana Wing
 Robert A. Artisa ▲ Maryland Wing
 Christin H. McCall ▲ Maryland Wing
 Keerthi B. Sreenivasan ▲ Michigan Wing

Anthony S. Campagnola ▲ Minnesota Wing
 Katherine Jenkins ▲ Missouri Wing
 Patrick R. Lucitt ▲ Missouri Wing
 Jazmin Goodson ▲ Nevada Wing
 Alex L. Rose ▲ New Hampshire Wing
 Riaz S. Lane ▲ North Carolina Wing
 Madison L. Paxton ▲ North Carolina Wing
 Elizabeth G. Chesbrough ▲ Ohio Wing
 Tyler C. Hoover ▲ South Carolina Wing
 Lauren M. S. Edge ▲ Texas Wing
 Alexander C. Winward ▲ Utah Wing
 Michael Zendejas ▲ Washington Wing

The SKY's the Limit

*Michigan Wing legal officer
is accomplished pilot*

By Sheila Pursglove



Lt. Col. Steve Tupper and his son, Cadet Tech. Sgt. Nicholas Tupper, are members of the Michigan Wing's Oakland Composite Squadron.

Lt. Col. Steve Tupper once covered the 65 miles from Battle Creek to Big Rapids, Michigan in 11 minutes — on an orientation and demonstration flight in a U.S. Air Force Thunderbirds F-16D Fighting Falcon.

“It was like drinking from a fire hose,” Tupper said. “I thought I was prepared, but I wasn’t. And, at nine Gs, I weighed more than some of the airplanes I’ve flown, complete with full fuel, pilots and coffee.

“I’m pleased to say I stayed conscious throughout and my demo pilot, Air Force Maj. (now Lt. Col.) Tony Mulhare, signed my log-book for an hour of dual instruction.”

Passionate about flying from boyhood, Tupper is a commercial pilot and holds commercial private or instructor privileges in gliders, single- and multi-engine land airplanes, single-engine seaplanes and the Douglas DC-3 (SIC).

He is also lead legal officer for Civil Air Patrol’s Michigan Wing, where he previously served as assistant to the position for four years.

It’s a perfect role for Tupper, whose early interest in aviation was sparked by the Apollo missions of the late 1960s and early 1970s and by a book he read in first grade entitled, “Sabre Jet Ace,” a fictionalized biography of Korean War jet ace Joseph McConnell Jr., written by Charles Coombs.

The 1998 Tom Hanks HBO miniseries, “From the Earth to the Moon,” reawakened Tupper’s interest. On Feb. 7, 2001, he played hooky from work to fly down to Cape Canaveral to see the launch of Space Shuttle Atlantis to the International Space Station. “Two weeks later, I was taking my first flight lesson,” he said.

A lawyer with Dykema, a national law firm in Bloomfield Hills, Tupper joined CAP in 2004, drawn to the opportunities to fly search and rescue, disaster relief and other missions. “That kind of thing has always appealed to me,” he said.

Tupper was initially appointed as legal officer with the grade of captain in 2005. He has been flying and serving in a legal capacity for CAP ever since. He has held positions as Oakland Composite Squadron deputy commander and as a search-and-rescue and disaster-relief pilot.

In addition to the Thunderbirds F-16 experience, he has flown with the 9th Reconnaissance Squadron in the T-38A companion jet trainer and with the 559th Flying Training Squadron in the T-6A Texan II, as well as widely varied other aircraft as part of his coverage of aviation and aerospace in his podcast and blog “Airspeed.”

“I’ve been very fortunate. I’ve talked the Air Force into letting me fly in several military training aircraft, and I’ve tried to experience a broad range of civilian aircraft, from gliders to seaplanes to a 1940s airliner,” Tupper said. “Every one is different and wonderful in its own way. And that’s not just piffle to say that. It’s really true.”

He earned a National Commander’s Commendation in 2009, the Distinguished Graduate for Mission Aircrew School at the National Emergency Services Academy in 2010, and a Wing Commander’s Commendation in 2014.

His recent flying has been primarily in the TG-7A, an Air Force

motorglider used at the Air Force Academy until 2003. And he is one of only five people in the world to hold a Formation and Safety Team card in the glider category.

Tupper flies as part of a three-ship formation for the Tuskegee Airmen

ends up flying the aircraft for most of the 20-minute ride with only minimal input from me,” said Tupper, who for the past two years has been teaching his 14-year-old son Nicholas — a cadet technical sergeant in the Oakland Composite Squadron and a



National Historical Museum’s air show team and gives introductory flights to children as a part of the museum’s education and outreach programs for kids from inner-city Detroit.

“I know what excited me when I was a kid and what made me want to study hard, train hard, set goals and achieve them,” he said. “Taking a kid up in an aircraft lets you show the kid possibilities that the kid might not know are available. If you want a kid to understand what’s waiting for them if they stay in school and stay out of trouble, it’s incumbent on you to show it to them.”

His favorite “students” are around 12 years old and a little scared about the flight.

“More often than not, that kid

A member of the Tuskegee Airmen National Historical Museum’s air show team, Tupper gives introductory flights to children as a part of the museum’s education and outreach programs for youth from inner-city Detroit.

pilot trainee — to fly. “He’s now eligible to solo in gliders and I’ll be able to be the one to sign him off when the time comes. He motivated me to become an instructor so that I could do the honors.”

Tupper enjoys performing competition aerobatics in a Pitts S-2B biplane.

"It gives me small and very fleeting moments of doing what my air show heroes do," he said. "I'm not very good at it. I'm safe, but I'm not precise or beautiful.

"But there was a split second in the box at the Michigan Aerobatic Open in Jackson in 2011. ... I was upside down on a maneuver and I looked up at the ground. Time slowed. I knew exactly where I was in three dimensions, and I was one with the aircraft. I would do just about anything to experience that again."

The Battle Creek native is the regular announcer for the Open House at Oakland County International Airport — home to the Oakland squadron — and has announced or narrated performances in Michigan, Wisconsin, Ohio and Kansas.

"Most people who come to an air show don't really understand what they're seeing," Tupper said. "The announcer uses music, words and enthusiasm to explain what's going on in a way that makes the performance accessible to a lay audience. It's a challenge, and I really enjoy that."

A member of the Aircraft Owners and Pilots Association, Experimental Aircraft Association and International Aerobatic Club, Tupper's passion is a boon in his work at Dykema, where he specializes in aviation law and aviation and aerospace transactions, among other things. He recently served as chair of the State Bar of the Michigan Aviation Law Section.

The Bloomfield Hills resident negotiated the comprehensive outsourcing transaction involving all operations of the Part 125 carrier that operates Roundball One, the McDonnell-Douglas MD-83 that transports the Detroit Pistons, one of the first NBA teams to use its own jet to get to and from away games. After the Pistons purchased a different jet, Tupper helped manage the process of selecting an operator to fly it and negotiated the agreement with the operator the team picked.

"The aircraft was at the Pontiac Open House recently and I couldn't resist having a fanboy moment by having my picture taken with the aircraft in the background," he said. "I'm very proud of that project." ▲

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ONE OF A KIND

Former Army Ranger Comes

Full Circle

in CAP

By Markeshia Ricks

Civil Air Patrol was a way out of small-town Pennsylvania for a young Jeff Ritsick.

It was 1981, and members of CAP had come to his junior high school to give a talk. By the end of their presentation, Ritsick was interested.

"I wanted to have some type of structure — something to do that was kind of military-related," recalled Ritsick, who now serves as Group 2 commander for the Pennsylvania Wing and holds the CAP rank of lieutenant colonel.

He went to his first meeting and was hooked. That year he joined the Hazelton Composite Squadron and got to go to Hawk Mountain Ranger School. He attended the search and rescue training activity four years in a row, doing so well that he went on to teach fellow cadets in the program.

"My cadet time was really interesting," Ritsick said. "I met a lot of great folks that really demonstrated to me the one thing I took out of the Civil Air Patrol: If you don't apply for something, you definitely know what your answer is going to be."

That lesson led him to apply and be accepted to Civil Air Patrol Cadet Officer School at Maxwell Air Force Base, Alabama, and it would stick with him through a career that took him to one of the U.S. Army's most elite units, to the U.S. Military Academy at West Point, back to the Army and ultimately back to Civil Air Patrol.

An Army Life

Ritsick joined the Army right out of high school in 1986. He wanted to be an Army Ranger, and after what he described "as the hardest weeks of



While a Ranger in the U.S. Army, CAP Lt. Col. Jeff Ritsick holds Bear, the first of the stray dogs to be shipped to the U.S. through his, other soldiers' and the Afghan Stray Animal League's efforts. Bear ended up with Ritsick's family in Pennsylvania. The photo was taken in January 2006.



Ritsick, then a new CAP cadet captain, holds his Amelia Earhart Award, presented for completion of the highest level of Phase III of the cadet program.



Top: Shep, the second Afghani stray adopted by Ritsick's family, is seen here at home in Gettysburg, Pennsylvania, in August 2014.

Bottom: Ritsick poses in December 2005 for a photo with One-Eared Bob, alpha male among the stray dogs who hung around his Army camp in Ghazni, Afghanistan.



my life" he was assigned to the 1st Ranger Battalion in Savannah, Georgia. He'd been there just under a year when his battalion command sergeant major called him and two other soldiers into a briefing.

It turned out they met the initial entry qualifications for the U.S. Military Academy Preparatory School, also known as West Point Prep, and would have a shot at attending the prestigious four-year institution after a year of intensive academic study, sports and acceptance. The lesson he had learned as a cadet in CAP about making sure to pursue every opportunity prompted him to apply to West Point.

"I did my four years there, which was fun — honestly," Ritsick joked. "It was one of the experiences that informed

me a lot more about who I am."

After West Point, Ritsick went back into the infantry, itching to deploy to Korea and finally be a soldier, out in the field, doing what he'd been trained to do. He was assigned to a mechanized infantry platoon just south of the Korean Demilitarized Zone in Camp Hovey, which he said he enjoyed immensely.

Another job that stands out in his memory is an assignment from later in his career. This job landed him in the Pentagon.

He said he took a job in the basement of the Pentagon that "nobody wanted" — facilitating counterdrug operations missions — and decided to do it very well. And it got people's attention. After a year on the Army

staff he was selected to serve in the Office of the Assistant Secretary of Defense for Homeland Defense and Global Security.

"This was not that common for a junior major," he said. The assignment eventually provided him an opportunity to volunteer for a one-year tour of duty in Afghanistan in 2005.

Unlikely Allies

Most people don't have Afghanistan at the top of their deployment list, but Ritsick wanted to go. As a team chief for an embedded advisory team to an Afghan Army battalion commander, he spent the first half of his first tour in Gardez and the other half in Ghazni.

It was during this tour that he would meet some friends who would stay with him long after he left Afghanistan and eventually the military for good.

Based at an old Soviet airfield-turned-Army-camp in Ghazni, Ritsick said it wasn't uncommon for soldiers to encounter packs of wild dogs. The smell of food and cooking often drew them into the camp. To keep them out, the camp was eventually enclosed.

But a few of the dogs — an alpha male the soldiers called One-Eared Bob, along with Mama, Bear, Shep, Red and Spanky — got to stay and help protect the camp.

A standing order prevented the soldiers from making pets of the dogs, but their presence provided practical protection for the small group of soldiers.

"We didn't have enough people to

provide security or any pest control out there,” Ritsick said. “We were on our own.”

The dogs not only kept out rodents and other packs of dogs, they also often acted as an early warning security system in the camp.

Ritsick said they also offered the soldiers a bit of mental respite after a mission. “It’s funny, my interpreters wanted to have a volleyball court,” Ritsick recalled. “In Afghanistan there are rocks and sand. The dogs turned [the court] into their playground.

“When we would come back from a mission we’d sit back and watch the dogs in this sandpit. You’d be surprised how decompressing that could be and how it created a sense of normalcy to sit down and watch these dogs play. It made a difference to us, and we knew we couldn’t let the fate of these dogs be in the next guy’s hands.”

Ritsick said in another camp, the dogs that lived there were killed after the soldiers they had primarily worked with left. He and his colleagues didn’t want that to happen to their dogs.

Ritsick and his fellow soldiers pooled their money to get Bear

shipped out first, followed by Red and Shep. Red went to a fellow officer, and Bear and Shep would end up with Ritsick.

They were able to get the dogs out with the help of an organization called Afghan Stray Animal League and its founder, Pam Constable.

The league provides access to shelter and care for stray animals in Afghanistan, where culturally, people are not friendly toward stray animals; dogs are particularly frowned upon.

Constable said an outgrowth of the league’s work has been providing an avenue for adoption by not only civilians but also service members.

“These service members would not want to break the rules and get into trouble for keeping an animal as a pet,” she said. “But they feel companionship for these animals, and that is a positive thing for morale.”

They didn’t know it at the time, but Ritsick and Constable were practically neighbors in Arlington, Virginia. It was their shared love of animals and the need to get Bear and Shep back to the U.S. that helped them become friends.

Constable described Ritsick, who

stands 6-foot-4, as “a big guy who is sort of intimidating” but at heart is “a very likable person.”

“He’s an example of the kind of officer who was in a leadership position and wanted to follow the rules and represent his country well in a war zone,” she said. “But he still has a soft spot for animals, and that is a positive quality.”

Full Circle

Today, Shep and Bear make their home with Ritsick and his wife Corinne in Gettysburg, Pennsylvania.

Ritsick, who retired from military life in 2013 after more time at the Pentagon and another tour in Afghanistan, has rejoined Civil Air Patrol, bringing him back to where things all began.

He said he’s looking forward to doing some things that he didn’t get to do when he was a young cadet, such as participate in the International Air Cadet Exchange. But mostly he wants to do things for others.

“I joined Civil Air Patrol to give back a little of what I received,” he said. ▲

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A man wearing a camouflage bucket hat, glasses, a black t-shirt, and black fingerless gloves is leaning over a wooden post. He is looking down at the post with a focused expression. The background is a blurred green forest. The title 'CAP's 'Ironman'' is overlaid in large white text.

CAP's 'Ironman'

By Jennifer Gerhardt

Cadet Staff Sgt. Jamison Satterlee works diligently through the obstacle course during the Alabama Wing Encampment.

Photo by Susan Schneider,
CAP National Headquarters

Weighting in at 60 pounds and standing less than 4 feet tall,

Civil Air Patrol Cadet Staff Sgt. Jamison Satterlee has been full of surprises for the last 17 years.

His first surprise was being born 12 weeks earlier than his due date. The second surprise was that Jamison's foot had developed upside down.

"We were not expecting any of that to happen," said Gina Satterlee, his mother. "But we felt it was meant to be, so we kept moving forward."

said. "The more I learned about Civil Air Patrol, the more I liked it."

In fact, Jamison became interested in everything from firefighting and law enforcement to cyber security and emergency services.

"Whatever CAP needs, he wants to do it," Gina said. "As parents, we believe you find your child's strengths and then build on them. CAP really works for Jamison."

After completing all his research, Jamison decided to go to a Civil Air Patrol meeting.

really wanted to do it," Guthrie said.

"I was worried about him, so we initially set the course one-third of the length. But Jamison said he wanted to do the full length, so we let him. He completed it with flying colors."

It was at the encampment that Jamison's enthusiasm and true spirit shined through, earning his nickname, "Ironman."

"I was completely amazed by his determination and performance," Guthrie. "He even had the advantage on the horizontal ladder. I'm really

Refusing to give up, one cadet's determination inspires others

By age 3, Jamison had a prosthetic leg.

"I stopped counting surgeries when we passed 20," Gina said. "It never slowed him down, though. If he wanted to try something, we figured out a way to adapt it, so he could do it. But we never really gave him a choice. We were always like, 'Come on, let's do this.'"

The can-do attitude definitely influenced Jamison. Initially, he was interested in his school's Junior ROTC program. After learning about Civil Air Patrol through a Facebook friend, though, Jamison's curiosity sent him on a different path.

"I wanted a program outside of school that would give me some leeway, but also challenge me," Jamison

"He showed up one evening interested in everything," remembered Lt. Col. Michael Guthrie, the deputy commander for cadets for the Alabama Wing's Redstone Composite Squadron 119. "We didn't have experience with disabilities before. I wasn't sure what he could participate in or what he could do."

Guthrie didn't have to wait long to find out what Jamison could or could not do. "His mom was like a first sergeant," he said. "She told us he could do whatever we needed him to and to push him to his limits."

Jamison had more surprises in store for Guthrie when he attended his second CAP meeting. It was physical fitness night.

"We had a shuttle run, and Jamison

proud of him." He said Jamison participates in formations, drills and almost every activity he can, just like his fellow cadets.

"He's quite the inspiration to everyone here," Guthrie said. "He's such a great example for kids with disabilities, too. They might not think they can do it, but Jamison is proof it can be done."

Overcoming seemingly difficult challenges and inspiring others comes naturally for Jamison, who likes to focus more on challenging his peers than seeing challenges for himself.

"If you feel like giving up, don't. Always keep your chin up, and keep pushing forward," said Jamison. "It'll help you achieve more in the long run." ▲

Chaplain Didn't Say No



By Markeshia Ricks

Lt. Col. Dale Climie rarely likes to say no.

He didn't say no when a childhood friend, Maj. Val Rose, asked him to be Thunderbird Composite Squadron chaplain eight years ago, or when he was later asked to be the Texas Wing chaplain.

And he didn't say no when Lt. Col. Ron Whitt, Southwest Region chaplain, tapped him to serve as the region's assistant chaplain.



Each week, Chaplain Lt. Col. Dale and Terri Climie's food ministry feeds a couple of hundred needy people in their community of Katy, Texas. Climie is pastor of The Grand Fellowship in Katy and also serves as Texas Wing and assistant Southwest Region chaplain for Civil Air Patrol.

But when an organization called the Food Donation Connection out of Knoxville, Tennessee, contacted Climie, who pastors The Grand Fellowship in Katy, Texas, about participating in its national food delivery ministry, he did say, "No, thank you."

Between his responsibilities at church, Civil Air Patrol and the fledgling production company he and his wife of 44 years, Terri, started, there just wasn't enough time.

Climie said the next day he told Terri about that phone call from the national organization, which coordinates with many well-known chain restaurants to provide cooked but uneaten meals to those in need through local nonprofit

organizations like the one Climie and his wife operate.

When he told his partner in life and ministry, who has worked side-by-side with him to pioneer 52 churches in the United States and Asia through their church-planting organization, Set Free Ministries International, that he had said no to the request, she surprised him with a revelation: For two years she had been secretly praying for a food ministry, and if he didn't want a disappointed wife, he'd better call back and say yes.

And so he did.

That was a little over two years ago. They started by picking up unserved meals from just three businesses: a Starbucks

and two Pizza Huts.

Today, still using just their little Toyota Matrix, they pick up food twice a week from 15 restaurants. The food now comes not just from Starbucks and Pizza Hut but also other national chains like LongHorn and Outback steakhouses, Chipotle, Red Lobster and Olive Garden.

Women from the church sort the food and get it ready for those who need it. Climie said the people he most often sees are elderly — in their 80s and up — and living on fixed incomes.

“A lot of them come the last week of the month, when they’ve spent all their money for the month,” he said. “A lot of them say that if it wasn’t for this food ministry, they wouldn’t eat that week.”

Climie said his church doesn’t charge anything for providing the service. Church members donate money for gas used to make the food pickups and to provide Ziploc bags. They go in the hole for the ministry sometimes, but a donation box helps out. Many of the food recipients are part of a generation that doesn’t believe in taking charity.

“They might drop a quarter or 50 cents in,” he said. “It’s kind of like the widow’s mite. They really can’t afford even that.”

The food ministry feeds a couple hundred people a week, he said. And that’s no small feat for The Grand Fellowship, a small church of about 22 people whose average age he estimates is 78.

“It’s just our little way of giving

back,” he said. “It’s like the Civil Air Patrol in that way, because it’s just another way to give back to the community.”

A Trusted Friend

Rose said when he was asked to take on the Thunderbird squadron as commander, he couldn’t think of anyone he wanted more than Climie to serve as chaplain.

The two became friends in the sixth grade and grew up together in Flint, Michigan. They stayed in touch over the years, and when Rose retired from the Genessee County Sheriff’s Office in Michigan after 20 years, Climie encouraged him to move south.

“I guess I recruited him in,” Rose said. “He’d probably say I conned him into it. I needed a chaplain and I needed someone I could trust in that position, and I knew of no one more trustworthy than Dale.”

Becoming a Civil Air Patrol chap-

lain wasn’t easy, Climie said. In fact, the process took almost a year, but he supported his friend Rose in reorganizing the squadron and helping bolster its membership from maybe 30 to nearly 80.

“We just had some great seniors, and we were working with very talented cadets,” Climie said.

Rose said many commanders believe the most important position behind the commander is deputy commander, but in his book choosing a chaplain is just as important, if not more. And he said he would have chosen Climie as chaplain even if he’d known 12 other pastors in the area.

“I’ve got to be able to trust my deputy commander, but I think it’s really important to have a good, trustworthy chaplain because he’s the one who looks out for cadet abuse and he’s also able to explain why certain problems might come up,” Rose said. “Also, a good chaplain can sometimes help guide a commander



Climie holds a donation from Andrew Kostic, left, manager of Bonefish Grill. Bonefish is one of the many national chains that provide donations for the couple’s food ministry.





Climie, seen here at right promoting a Civil Air Patrol cadet, is a regular at CAP events. He serves as lead chaplain for the Texas Wing.

"It's just our little way of giving back. It's like the Civil Air Patrol in that way, because it's just another way to give back to the community." — Chaplain Lt. Col. Dale Climie

to understanding what internal problems there might be before they get blown out of proportion."

Rose said he knew Climie was the person for the chaplain post, and when the need for an assistant wing chaplain came up later he didn't hesitate to recommend his friend.

"It wasn't something I had to think a long time about," he said.

In addition to serving as the assistant wing chaplain, Climie stayed on as the squadron chaplain.

And then came Hurricane Ike.

Mission Tested

In September 2008 the storm devastated the Gulf Coast, particularly the Houston area. For two weeks, the Texas Wing ran what was then the largest photo reconnaissance mission in U.S. history.

Climie had been a chaplain for just a few months, but there he was, trying to help then-Texas Wing

Chaplain Lt. Col. Ron Whitt lift the spirits of Civil Air Patrol members who were working that mission from the air and the ground, capturing the damage wrought by the storm.

Members camped at the Thunderbird squadron airport. They slept on Red Cross cots and ate meals-ready-to-eat, or MREs, to keep the mission going.

"It was abnormally hot and muggy," Clime recalled. "The chaplains would wander around with bottles of water. When there was downtime and people were getting on each others' nerves, I'd tell jokes and try to distract them."

He said some of the air teams had seen some very traumatic things during that mission, but he counted it as a blessing that Whitt was there and that the Texas Wing had started its Critical Incident Stress Management program.

Over the course of those two weeks, Whitt helped Climie become qualified as a mission chaplain. Whitt recalled Climie as being relatively new but eager to help.

"He had a good attitude," Whitt said. "We were there to encourage people in a tough spot. Some of the missions were pretty tough. Much of what they were doing was aerial pho-

tography, and doing that all day long — it was kind of rough to cope with."

To boost morale, the chaplains even helped round up something besides MREs for the members to eat by going around to the few local restaurants open and asking for food. That was before the Climies embarked on the food ministry work they now do. Climie said he and his wife also opened their home, only slightly damaged during the storm, to CAP members so they could take a hot shower.

"It was a real satisfying time for me," he said.

It's not always been easy serving at the helm of The Grand Fellowship, keeping up the food ministry and serving as a Civil Air Patrol chaplain, Climie said. He also is an authorized director of the Squadron Leadership and Cadet Leadership schools for the Texas Wing.

But he's been glad to do it. "I got into it to serve the people," he said.

His good friend Rose said Climie has been the right man for the tasks he's taken on because of his patience.

"He has the patience of Job," Rose said. "He does not get rattled or angry at people very easily. It's probably one of the reasons why we've been friends so long." ▲

The Gift of Eyesight



By Donna Campbell

Second Lt.
Deni Watson
answered an ad
on Craigslist,
and now she's
changing
people's lives.

Watson, a member of the Oregon Wing's Aurora Composite Squadron, is a donor tissue recovery technician II for Lions VisionGift in Portland. That means the single mother of four travels throughout Oregon to recover corneas, and sometimes even whole eyes, from deceased donors. The corneas provide better vision for transplant patients, while the globes can be used in medical research and training.

"Giving somebody the ability to fully appreciate their life, their blessings, it just makes my heart so happy," she said.

Until six years ago, Watson juggled parenthood with fighting fires. She left her job as a firefighter and emergency medical technician but hoped to find something that would keep her in the medical field. She was intrigued by the ad for an anatomical recovery technician she found online; it was a job that would allow Watson to make a difference in the community.

The job doesn't require a medical degree, but it helps to have a medical background to serve as a knowledge base, she said. She learned surgical recovery through on-the-job training, and her skills are reviewed

each year when she renews her credentials within the company.

Watson's office is in Portland, near her home, but her territory covers the entire state. She works the graveyard shift, 12 hours at a time, three to four nights a week.

On some nights Watson is all over the state, recovering gifts of sight from several donors, while other times she's in a lab filing paperwork and entering data all night long.

Her job begins with death.

By the time she arrives at a donor's location, others on her team have researched the donor's medical history and interviewed the family to make sure the tissue is viable. Watson is called after the donor's registry designation is disclosed or authorization is gained from family.

"Even if somebody is a registered donor, some families still have anxiety about the donation process," she said. "That's why the importance of telling your family your decision is critical."

Watson performs recoveries wherever the donor's body might be at the time authorization has been established. Sometimes that

"It just makes my heart so happy." — 2nd Lt. Deni Watson

The Importance of **Tissue Donation**

According to Donate Life America, donated tissues such as skin, bone and heart valves can dramatically improve the quality of life for recipient, and even save lives.

In the case of tissue donation, for which most deceased persons can be potential donors, the local tissue recovery organization receives a referral from a hospital, medical examiner or funeral home notifying when an individual has died. An initial determination of donor eligibility is made based on basic criteria and available information such as cause of death, age and any immediate evidence of infection.

If the deceased is a candidate for donation, the state donor registry is searched and one or more people who know the potential donor are contacted for a medical and social history. If the potential donor is not found on the registry, his or her legally authorized representative — usually a spouse, relative or close friend — is offered the opportunity to authorize the donation.

Tissue donation must be initiated within 24 hours of a person's death.

"Donation is so important to the donor families. They are the ones who donation agencies work for rather than the recipients," said 2nd Lt. Deni

Watson. "We hear a lot about how much the gifts help the recipients, but for many donor families it is often the only positive thing to come from the loss of their loved one. The loved one's legacy is able to be continued through this precious gift."

Tissue donation facts:

- ✓ About 1 million tissue transplants are performed each year in the U.S.
- ✓ More than 45,000 of those are cornea transplants.
- ✓ About 40 percent of all deceased are eligible to be eye and/or tissue donors, compared to only about 2 percent being eligible to be organ donors.

Organ donation vs. tissue donation:

Organ donation is the recovery of organs, such as the

heart, lungs, kidneys, liver and pancreas. Tissue donation is the recovery of tissues, such as the corneas (for transplant) or whole globes (used for research and/or training), bones, ligaments, tendons, heart valves, pericardium, veins, arteries and skin.

About Lions VisionGift:

Lions VisionGift is a nonprofit organization founded in 1975 by Lions Clubs of Oregon, which recognized the need for an eye bank to provide ocular tissue for transplants, research and medical education.

Since its inception, over 30,000 people have received the gift of sight through tissue procured and screened by Lions VisionGift, which works closely with transplant surgeons. In addition, ocular tissues have been used for research projects and surgical training.



Watson works for Lions VisionGift as a donor tissue recovery technician II.

To become a donor:

According to Lions VisionGift, federal Centers for Medicare and Medicaid regulations require families of individuals who die in a hospital be offered the opportunity for donation after death. This can, however, be a difficult time for family members to make such decisions. To ease their burden, those who want to be tissue and organ donors can register through their state's driver's license office or online at donatelife.net. It's crucial, though, to share that decision with family members so they know your wishes now. For more information, visit www.visiongift.org or email Watson at deni@visiongift.org.

is at the hospital, but often the body is already at a funeral home. Lions VisionGift coordinates with funeral homes to allow access for recoveries.

If the gift seems suitable upon preliminary examination, she'll recover the tissue, preserving the cornea and part of the sclera (the white of the eye). In the event the donor lacks transplant eligibility, she will recover the whole globes for research initiatives.

Watson evaluates the corneas based on some microscopy techniques and then places the donations into a temperature-monitored refrigerator while the rest of the team finishes final eligibility and potentially processes the tissue further.

This is not the career she envisioned for herself six years ago.

"I did not know what I was getting myself into, but it has blessed my life like you wouldn't believe," she said.

She respects the donors and their families.

"These families, they're giving," Watson said. "They're going through a horrendous time, yet they're still so honorable and generous that they continue giving even in light

of the situation."

She admires people who register as tissue donors. "That shows their generous heart. They're loving. They're caring," she said. "If I can help to continue on with that caring and honor, it's incredible. I feel fantastic. I am so humbled and honored to be able to do this job.

"I am the last one to look into their eyes, but it's like their soul will go on with the gift they have given. It's just amazing."

Watson said CAP sometimes plays a huge part in the process.

When the donor is several hours away from Watson's lab, CAP has stepped in to transport the recovery technician and equipment to ensure the recovery is completed in a timely manner.

"Civil Air Patrol, in that respect, has become a very important part of the recovery process, because it's helped to maintain the timeline to maximize the potential of the gift," she said. "If Civil Air Patrol can get

Watson talks to a pilot before a Civil Air Patrol mission. On occasion CAP has transported technicians like Watson to rural areas of Oregon for donor tissue recovery.



us to a donor in an hour as opposed to five hours, the tissue is in better condition and there's more chance for the gift to be able to be successfully transplanted."

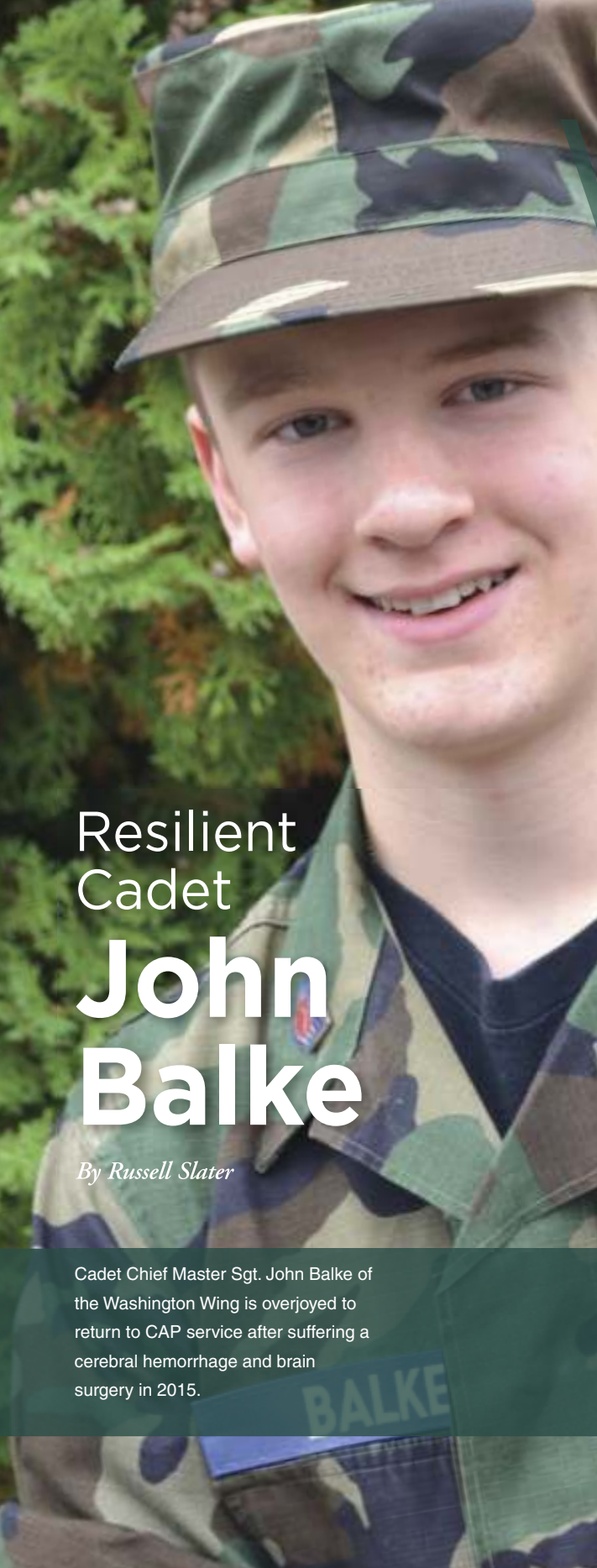
Watson joined CAP in 2009. She discovered the organization while looking online for volunteer opportunities — on Craigslist.

She's been a member of the Oregon Wing's High Desert Composite Squadron in Bend and the Metropolitan Senior Squadron in Portland. She serves as public affairs officer for her current squadron in Aurora. ▲

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Resilient Cadet John Balke

By Russell Slater

Cadet Chief Master Sgt. John Balke of the Washington Wing is overjoyed to return to CAP service after suffering a cerebral hemorrhage and brain surgery in 2015.

When Cadet Chief Master Sgt. John Balke of the Washington Wing's Renton Composite Squadron suffered a cerebral hemorrhage in February 2015, he and his parents didn't know what to expect. They faced frightening uncertainty and rose to meet the daily challenges in the weeks and months ahead. John's can-do attitude, coupled with his determination to rejoin his fellow cadets, makes him a prime example of courage overcoming calamity.

Will my son live?

"I was at work when I heard John needed medical attention, and I was actually at the hospital before he was," recalled John's father, Stewart Balke. "Seeing him in the ER unconscious on the bed with all the medical staff working on him was rather difficult. He was not able to breathe on his own."

The cerebral hemorrhage occurred near John's cerebellum, the part of the brain responsible for automatic functions like breathing. The hemorrhage would require major brain surgery in order to save his life.

"As I was watching him get his first, of many, CT scans, and then talking to the neurosurgeon, I was thinking, 'Will my son live? If so, in what capacity?' After four hours of brain surgery and two more hours of waiting, my wife Cheryl and I got to see him for the first time in the intensive care unit. He was alive, and breathing on his own."

The hemorrhage came as a terrible surprise to his parents and John wasn't even aware of what had occurred until afterward. "I did not know about the hemorrhage until after it happened," Balke said. "It sunk in slowly and didn't come as one big shock."

Back at it again

After more than a month of recovery at Seattle Children's Hospital, Balke was able to return home in March. Eager to jump back into things, he returned to his CAP family almost immediately.

"John was released from the hospital on a Friday after 4½ weeks," his father said. "On Monday he was

back at CAP for his first meeting. As he rolled in on his wheelchair, all the senior members and cadets present applauded him."

Stewart credits his son's CAP membership with helping him bounce back from such a life-changing event. "CAP is the one thing that John can count on doing every week that he did before the incident. It has also taught him that working hard at a difficult task is what builds character.

CAP has been a big part of his mental recovery, he added, "as well as a motivator to get physically better so he can participate in an even greater role."

On the mend

After his surgery, Balke was forced to rely on a feeding tube for the nutrition his healing body needed. Nearly four months after the procedure, he made a welcomed discovery.

"John discovered on the day before his 15th birthday that he could swallow some foods," his father said. "One week later he was tested at the hospital and he was cleared to take food orally, but was still requiring liquids to be given through his tube. Several weeks later he was cleared to swallow liquids

"CAP has been a big part of his mental recovery, as well as a motivator to get physically better so he can participate in an even greater role." — Stewart Balke



Members of the Balke family, including his brother, Cadet Master Sgt. Christopher Balke, left, pose for a photo following John's promotion to cadet senior master sergeant. He recently was promoted to chief master sergeant.

orally. Since then, he has been tube-free."

"I am feeling much better, as it has been over 12 months since the incident," Balke said. "Many prayers have been answered."

Press on

Balke's story is one of resilience and unbreakable will. A young man supported by his family and Civil Air Patrol comrades found the strength within himself to improvise solutions, adapt to a new, unexpected situation and overcome the obstacles in his path. He is a natural-born leader with

ambitions to one day become a U.S. Marine. Until then, he has found a welcoming home within CAP.

"I know CAP is good for John," his father said. "It has given him many opportunities since he has been a cadet. All the staff and senior members are great and supportive."

Balke says the opportunity to help others in need is his favorite part about wearing the CAP uniform. To other young people who are faced with similar problems, he says, "Press on. Although you might feel like you just want to quit, don't give up. You will overcome it." ▲



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The movie “Spotlight,” recent winner of “Best Picture” at the 88th Academy Awards, tells the story of investigative reporters who uncovered the priestly abuse cover-up in Boston. The film illuminates many of the factors that went into the design of CAP’s Cadet Protection Policy, including:

- Adults in positions of trust will naturally gain a rapport with youth.
- If an adult of high social status behaves strangely, he is apt to receive the benefit of the doubt. Bystanders may believe his clever explanations.
- Most victims of child abuse know their abusers.
- In the film, as in the real-life priestly abuse and Scouting abuse scandals, organizational leaders often felt that handling an allegation or acute incident “quietly” was the best for all concerned, when in fact it only enabled the problem to snowball and hurt more kids.
- One-on-one contact between youth workers (and in the film’s setting, priests) should be greatly limited.

The Cadet Protection Policy was designed in consultation with experts who studied the priestly abuse scandals as well as Scouting abuse scandals. As this Civil Air Patrol Volunteer article shows, the Cadet Protection Policy tries to mitigate the risks seen in those scandals.

An ongoing process to keep cadets safe:

CAP’s Cadet Protection Policy

By Kristi Carr

Dating.
Driving.
The Internet.
Working.
Studying.

This list reads like a minefield for parents who want to guide their teens, give or take a few years, onto paths that will — above all — be safe for them.

Civil Air Patrol, which acts in a parenting role when working with its cadets, shares this interest. To that end, CAP has updated sections of its cadet protection policy, in particular enhancing rules regarding appropriate boundaries between cadets and adult volunteers.

A Timeline

Before the late 1980s, CAP relied on common sense from its adult leaders, but a fundamental change in the insurance industry at that time, with carriers beginning to severely limit the liability coverage available to organizations working with youth, called for more stringent guidelines, said Col. Ned Lee, CAP's Cadet Programs manager.

CAP responded by consulting with other youth-based organizations, such as the Boy Scouts of America. One outcome was a decision that all leaders working with youth should be fingerprinted. At the time, criminal background

groups wanting to modernize their abuse prevention strategies. Input from these experts meant CAP would be building a new cadet protection policy that was backed by evidence.

Professionals in the field who are also CAP members took note. "I'm a detective who specializes in crimes against children," said Capt. Jim Schilling of the Minnesota Wing. "CAP's training is well-researched and put together. I'm proud of how seriously CAP takes this issue."

Parallel Attacks

CAP met with representatives from other youth organizations to learn some of their best practices, leading to the embellishment or establishment of:

Enhanced screening. The new regulations call for not only fingerprinting but also interviewing all CAP adult volunteers, regardless of whether they intend to work with

Though cadet protection is much broader than just the issue of adult-cadet interaction, this is a slice of the overall policy that has been revisited recently.

checks on volunteers was a radical change, though today it's standard practice. A noted book on Scouting abuse scandals lauded CAP for being at the forefront of youth safety.

Though cadet protection is much broader than just the issue of adult-cadet interaction, this is a slice of the overall policy that has been revisited recently to make sure it is still viable. Under the direction of Lee and Curt LaFond, deputy director for Cadet Programs, another review has resulted in further enhancements that were put in place in 2014 and expanded in 2015.

Evidence-Based Practices

In working to save youth from awful experiences and harmful, lifelong memories, CAP consulted expert scholars and practitioners. These included the John Jay College of Criminal Justice, whose professors had led the multi-year investigation into the Catholic priest abuse scandal, as well as the Centers for Disease Control and Prevention, which gave CAP a framework specifically designed for youth

cadets. "Fingerprinting is effective at keeping known felons out of youth organizations, yet it cannot identify those who have not previously tried to harm youth," LaFond said. "Unfortunately, over the years a lot of youth-serving organizations lulled themselves into a false sense of security with fingerprinting. The interviews just add another layer of protection."

Upgraded two-deep leader requirement. Now all cadet activities, not just overnight ones, will require at least two senior member leaders. LaFond believes two-deep leadership is the most important measure for minimizing the risk of cadet abuse. "A would-be abuser's aim is to isolate a victim, so he can take his time grooming that victim before actually graduating to abuse," he said. "Two-deep leadership frustrates such schemes."

Standards to minimize one-on-one contact. While senior members are interested in mentoring cadets, these new standards work by having two adults on scene as they work with the cadets. Obvious exceptions apply for pilots who

CADET PROTECTION POLICY

CIVIL AIR PATROL

Section references are marked by the § symbol and point to CAPR 52-01, Cadet Protection Policy.

1. PROFESSIONALISM

There is no place for physical, sexual, or emotional abuse in CAP. Follow the CPP in all dealings with cadets. §§ 1-1b & 2-2a

2. SCREENING & TRAINING

Get screened. All adults joining CAP must be interviewed by the unit and be fingerprinted for a criminal background check. § 3-1

Get trained. Adult leaders and cadets over 18 must complete the "Cadet Protection Basic Course." § 3-2

New members must complete the course within 60 days of joining. § 3-2

Commanders, wos and deputies, directors of cadet programs, and some other staff officers are required to complete the "Cadet Protection Advanced Course." § 3-3

3. UNIVERSAL STANDARDS of PRACTICE

Schedule cadet activities two weeks in advance, if reasonably possible, and announce them on a web-based unit calendar. § 2-3b

Use two-deep leadership. Every cadet activity must be supervised by at least two adult leaders, except in certain special situations. § 2-3d

Meet one-on-one with cadets during CAP activities if you must, but only in an open door setting or by staying visible to others. § 2-3f

When giving a ride to a cadet (besides a family member or prior relationship), a third person must be present. §§ 2-3g & 2-7c

Activities beyond weekly meetings require a CAPF 32 permission slip. § 2-3h

Give every cadet a fair amount of attention. Don't play favorites. § 2-3i

4. OVERNIGHT ACTIVITIES

For co-ed overnight events, having at least two adult leaders of any gender is sufficient, but try to have both men and women on staff. § 2-4b

Keep cadets' and adult leaders' quarters separate. Don't share a tent or dorm room with a cadet who is not in your immediate family. § 2-4c

Have adult leaders and cadets shower at separate times. Don't let smart phones into shower areas or the barracks when cadets are dressing. § 2-4f

5. INTERACTIONS OUTSIDE of OFFICIAL ACTIVITIES

Copy a third person when sending emails and other electronic messages to cadets. Short one-to-one text messages of an official nature are okay. § 2-7

6. TRAINING INTENSITY

Ensure that the training intensity of the cadets' military-style environment is appropriate to the setting. If cadet staff overstep, correct them. If the problem persists or if an adult leader is overstepping CAPR 52-23's guidelines, treat the matter as a boundary concern. Take them aside, redirect their efforts, and keep the unit commander/activity director informed. § 2-5

7. SPECIAL ENVIRONMENTS

Conduct orientation flights in powered aircraft with three people on board, when reasonably possible. This rule does not apply to flight instruction. § 2-6a

If cadets are waiting on the ground less than 30 minutes for their flight, only one adult leader is needed to supervise. § 2-6a

8. FRATERNIZATION

Respect the bright line separating adult leaders from cadets. Do not date or have intimate relations with cadets regardless of circumstance. § 2-2c

9. RESPONDING to BOUNDARY CONCERNS

If another member commits a boundary concern (an infraction against CPP rules), take them aside and redirect their efforts. A friendly reminder on CPP standards should work, but keep the commander informed, too. If boundary concerns persist, commanders can take formal disciplinary action. § 1-3c

10. REPORTING REASONABLE SUSPICIONS of ABUSE

If you develop a reasonable suspicion of cadet abuse, first ensure that the cadet is in a safe place, and then notify your wing commander. § 4-1

March 2015. This visual aid provides only a summary of the CPP. For full details, please see CAPR 52-01.

Learn more at capmembers.com/CadetProtect



are actively flying.

The Cadet Wingman Course. This requirement is for cadets and teaches them the importance of watching out for one another as well as for themselves.

An educational block on this subject for parents.

Required cadet protection training for all CAP senior members, as well as the CAP-USAF personnel who interact with CAP cadets.

Challenges

Cadet protection is a broad term that can encompass avoiding hazardous conditions and hazing and finding the right military level of instruction and expectations that will be both age- and maturity-appropriate for cadets, Lee said.

Cadet protection is also rife with nuances. For example, when is it simple mentoring? And when might it be “grooming” for inappropriate contact, most likely away from CAP activities? Developing a continuum of behaviors to identify boundary concerns, Lee said, has been the biggest challenge in making the cadet protection policy strong and current. But with that continuum in place, CAP officers can be alerted should something inappropriate be detected and step in to reverse that situation.

“It Takes a Village ...”

Lee noted he has been a police officer, a detective and, for the last 19 years, a California superior court judge with plenty of experience dealing with child abuse cases. Even so, he said, he can miss some of the signs when a relationship is heading down the wrong track. That is why, he said, to make the program the best it can be, it is of paramount importance to establish in CAP an entire culture that encompasses cadets, senior members and parents, all aware of what is and is not appropriate in adult-child interaction.

More Information

Full details of CAP’s cadet protection policy are in CAP Regulation 52-10, which can be found online at www.capmembers.com/cadet_programs/cadet_protection/. ▲

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ACHIEVEMENTS



Gill Robb Wilson Award

Highest award for senior members, presented to those who complete Level V of the Civil Air Patrol Senior Member Training Program. (Only about 5 percent of CAP senior members achieve this award.) The senior members listed below received their awards in November, December and January.

Lt. Col. James F. Mullin	AK
Col. Celeste R. Gamache	CO
Chief Master Sgt. Gene E. Westerlind	MA
Lt. Col. Peter K. Bowden	MD
Lt. Col. Robert L. Heine	MI
Lt. Col. Howard L. Smith	MS
Lt. Col. Franklin E. Porath	NJ
Lt. Col. Smith A. Clark	NM
Lt. Col. Michael K. Glowaski	OK
Lt. Col. Alan N. Fleckner	PA
Maj. Bruce W. Brown	SC
Maj. Bruce W. Safley	SC
Lt. Col. Eddie D. Gose	TX
Lt. Col. Lincoln E. Sundman	TX
Lt. Col. Rob M. Carlson	VA
Maj. Barry L. Corson	WA
Lt. Col. Robert A. Siau	WA



Paul E. Garber Award

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

Lt. Col. Brady K. Rogers	AL
Maj. Lloyd A. Tirrill	AZ
Capt. Mary E. Cast	CO
Col. Celeste R. Gamache	CO
Maj. Gary L. Oplinger	CO
Lt. Col. Thomas N. Scheffel	CO
Maj. Sam C. Turner	CO
Lt. Col. Meghan A. Brownell	CT
Capt. April B. Krason	CT
Lt. Col. Michael E. Strickland	DC
Maj. Philip R. Oyerly	DE
Maj. Gordon I. Robertson	DE
Lt. Col. Lazaro D. Garcia	FL
Lt. Col. Jeffrey S. Chiu	GA
Lt. Col. Mark D. Gelhardt	GA
Maj. Michael J. Schiefer	GA
Maj. Susan J. Turner	HI
Maj. Christopher A. Ugale	HI
Capt. Kristin K. Freeman	ID
Maj. Jill D. Paulson	IL
Maj. Michael C. Felts	KY
Lt. Col. Gregory A. Judge	KY
Chief Master Sgt. Gene E. Westerlind	MA
Maj. Ryan M. Kelly	MD
Maj. Blain A. Cote	ME
Lt. Col. Donald Godfrey	ME
Maj. Steven P. Duffy	MI
Maj. Augustus P. Gettas	MI
Maj. Patrick E. Gorman	MI
Maj. Eric V. Scott	MI
Maj. Ulrich W. Roedder	MN
Master Sgt. Charline O'Neill	MO
Maj. Ivan X. Marciano	MT
Maj. Jeremy T. Browner	NC
Maj. Frank E. DeBros	NC
Lt. Col. Warren A. King	NER
Maj. Mary J. Story	NER
Maj. Robert D. Cartwright	NJ
Capt. Tyler C. Leaf	NM
Lt. Col. James W. Steele	NM
Lt. Col. Brian W. Benedict	NY



Gen. Carl A. Spaatz Award

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

Rhett L. Sponberg	CA
Jessica DeAngelo	MI
Caleb J. Couture	MO
Sean Raymond Peting	NC
Philip F. Wier	NE
Joel Winkler	NY
Caleb F. Ritchie	OK
Jared K. Przelomski	PA
Nelly C. Perez Melendez	PR
Kara R. McRorey	TX
Leah M. Schweigert-Opas	VA
Capt. Rene E. Candelario	NY
Lt. Col. Joseph E. Wooley	NY
Maj. Louis E. Adams	OH
Chief Master Sgt. Craig A. Cox	OH
Capt. Joseph W. Highman	OH
Capt. Rick S. Merritt	OH
Lt. Col. Michael K. Glowaski	OK
Capt. Steven E. Aaron	PA
Capt. Allan H. Rabenau	PA
Lt. Col. Jeffrey A. Ritsick	PA
Maj. Daniel R. Wilson	PA
Maj. Fred Badillo	PR
1st Lt. Luis A. Lebron	PR
Lt. Col. Rafael Martinez-Perez	PR
Maj. Brian C. Hughes	TN
Lt. Col. David L. Badal	TX
Capt. Bryce Kuykendall	VA
Maj. James Moser	VA
Maj. Barry L. Corson	WA
Maj. William Saltiel-Gracian	WA
Lt. Col. Angela C. Thomas	WI
Maj. Kerry J. Wilson	WI



Gen. Ira C. Eaker Award

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

Jared E. Fuchs	AL
Morgan A. Brewington	AZ
Lydia R. Philp	CA
Kyle R. Germany	CO
John B. McLaughlin	DC
Luis O. Rodriguez	FL
Daniel D. Holt	IA
Caleb T. Dixon	ID
Zane T. Lemmon	ID
Matthew R. Walden	IL
Joshua H. Caldwell	MD
Christian P. Chorbajian	MD
Alex M. Kiss	MD
Leslie A. Seery	MI
Aynagul M. Druckenmiller	MT
Philip F. Wier	NE
Alex L. Rose	NH
Youssef A. Abubaker	NJ
David A. DeBenedictis	NJ
John L. Godfrey	NJ
Briana M. Ross	NY
Vincent N. Allen	OH
Ceara A. Berry	PA
Kevin E. Negron	PR
Daniel T. Sevey	RI
Matthew E. McClure	TN
Kelsey H. Adams	TX
Jacob S. Branum	TX
Zachary M. Brenton	TX
Leo A. Cheshire	TX
Morgan L. Joslin	TX
Zachary T. Cobb	WA
Kiana N. Ward	WA
Jonah M. Bahorik	WV



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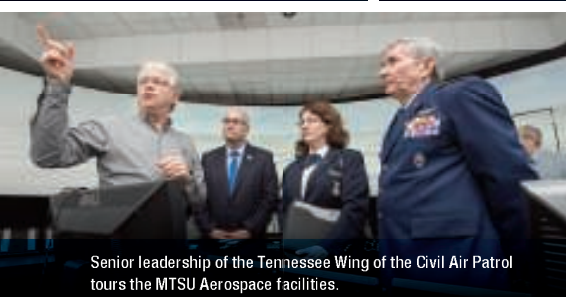
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