



# volunteer

*Celebrating 75 years of service*



## Secretary of the Air Force Makes Official CAP Visit

**Texas, Louisiana Wings Respond to Flooding**

**Flight Scholarships Available for America's Youth**

# *Congratulations for 75 Years* of **Serving Our Communities**



CAP Congressional Gold Medal.



CAP aircraft safeguarding the coast circa 1944.



Maj. Gen. Joseph Vazquez presented CITGO representatives with a replica medal in 2014.

For more than seven decades, CITGO and the Civil Air Patrol (CAP) have enjoyed an enduring partnership dedicated to serving our communities. This valued partnership began in the early days of World War II, when the CITGO Lake Charles Refinery was built in Southwest Louisiana as an octane supplier for U.S. aircraft, and CAP's Lake Charles Composite Squadron was established with the purpose of guarding the country's fuel tankers.

Before CAP's coastal patrols began, CITGO had lost five tankers due to attacks by German U-boats off the U.S. Gulf coast, with a tragic cost of 73 lives lost. It was thanks to CAP's efforts that the country and our vital industries were able to push the submarine threat away from our coastal shipping lanes. After the War, the ties between CAP and CITGO only strengthened. The decades that followed saw CAP and CITGO working together to implement modern-day critical aerial disaster assessments after hurricanes, including assessments after Hurricane Rita in 2005.

In 2014, CITGO and CAP's Lake Charles Composite Squadron celebrated their 70 year anniversary, honoring the legacy of service that defines both organizations. That same year, CITGO underwrote replicas of the CAP Congressional Gold Medal, awarded by the U.S. Congress for their service during World War II. In coming together to serve a nation in need, CITGO and CAP cemented a relationship that would stand the test of time. That's why today, we are proud to serve as the Diamond Title Sponsor for the 75<sup>th</sup> Year Anniversary of the Civil Air Patrol, celebrating a shared value of doing good in the communities we touch and beyond.





# CIVIL AIR PATROL volunteer

July-September 2016

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Two participants in the 2015 Northeast Region Glider Academy at Harness State Airport in Springfield, Vermont, show teamwork while preparing for a flight. The academy is one of about 20 planned nationwide this summer, offering CAP cadets more opportunities to learn to fly powered aircraft as well as gliders and hot-air balloons. Photo by Col. James Linker, National Headquarters Squadron

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Secretary of the Air Force Deborah Lee James, center, is greeted by Cadet 1st Lt. Antonio Esposito and Cadet Lt. Col. Ava Michl during her visit to Civil Air Patrol National Headquarters on May 4. The Alabama Wing cadets showed James a Quadcopter, one of seven STEM Kits CAP uses to promote STEM (science, technology, engineering and math) careers nationwide. See story about the secretary's visit and her tour of National Headquarters, beginning on page 19. Photo by Susan Schneider, CAP National Headquarters

*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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## ON THE WEB

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

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## First Georgia Wing Commander Honored

Lt. Col. Winship Nunnally (1885-1975), the Georgia Wing's first commander, was inducted April 16 into the Georgia Aviation Hall of Fame. During his tenure from 1941-1945, Nunnally oversaw merger of the wing with the Georgia State Guard, helped establish Coastal Patrol Base 6 on St. Simons Island and oversaw



development of a special firefighting unit after sending planes to north Georgia and North Carolina in the spring of 1942 to assist the Forest Service in combating fires. Present for the 2016 Annual Enshrinement Banquet at the Delta Flight Museum at Hartsfield-Jackson Atlanta International Airport were CAP Lt. Cols. Joseph Knight III, wing vice commander for operations, and Andrea Van Buren, vice commander for support.

## Washington Wing Cadet Recognized for Lifesaving



Cadet 1st Lt. Max A. Warren II of the Washington Wing's McChord Composite Squadron has been awarded the Certificate of Recognition for Lifesaving for his actions on Feb. 10, when he arrived home to find his father — Maj. David Warren, the wing's assistant director of professional development — in cardiac distress. The cadet immediately began lifesaving treatment, providing Maj. Warren

with emergency oxygen. Gathering a baseline set of vital signs, he then contacted 911, gave the call center critical information about his father's condition and facilitated the arrival of advanced emergency medical services. State Rep. Steve Kirby presented the Certificate of Recognition to the cadet during a ceremony on April 26 at the McChord Field Civil Air Patrol building. Photo by 2nd Lt. Victoria Wonser, Washington Wing

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## A New Mission for CAP's Cadet Program

**C**ivil Air Patrol's Cadet Program has long focused on the educational development of our youth, primarily in the areas of leadership and aerospace. As I mentioned in my last column, there is something for every cadet's interest in CAP. But one cadet activity, flight instruction, may be poised to get a whole lot bigger.

In the United States, there is a growing shortage of pilots and flight crew for today's airline industry. Unlike previous times, the "pipeline" that produced new airline pilots (from military aviators to general aviation) has shrunk. At the same time, the number of airline flights has increased, leading to a shortage hitting the industry. The effects right now are being felt by regional airlines across the country, resulting in canceled flights and the loss of airline service to smaller communities. Within a couple of years, the same effects will be felt by major airlines, resulting in an economic impact to an economy that depends on global transportation.

Civil Air Patrol can help, and it's a mission that has worked well in other places. Just to our north, CAP's sister cadet program is the Air Cadet League of Canada. For decades, the Air Cadets have trained upwards of 400 of their youth every year to gain a private pilot's certificate. This training is mostly free of charge to the cadet, and historically it has resulted in two out of three Canadian airline pilots having been in Air Cadets. This innovative training program for youth is something CAP has done on a very small scale with private pilot scholarships, but we are now ready to follow the example set by the Air Cadet League of Canada with introduction of a new program — the

National Advanced Flight Academy.

NAFA is a consortium of residential flight school campuses and aviation donors that together will permit selected cadets to achieve a private pilot certificate. The training, which is a scheduled summertime activity, is applied for during the preceding winter through CAP's normal scholarship and special activity application process. Cadets who demonstrate the aptitude and willingness to complete training through the selection process will be notified in the spring and will report to a training site in the summer.

For the summer of 2017, CAP will pay for five NAFA scholarships. Aviation donors (from major and regional airlines to aerospace corporations) have been solicited, and it is hoped that many more scholarships will be obtained for next year and beyond. The goal is to provide 500 cadets a year with a private pilot's scholarship, to greatly enhance the pool of eligible pilots for future aviation careers (both civilian and military). It is a new mission for CAP's cadet program, one that will greatly benefit both cadets and the public in the future.

Visit [www.capvolunteernow.com](http://www.capvolunteernow.com) for more information on this exciting new program and other developments in today's Civil Air Patrol.



*Semper Vigilans!*

A handwritten signature in black ink, appearing to read "James A. ...". The signature is fluid and cursive.



HONORING 75 YEARS OF CIVIL AIR PATROL.

TO US, YOUR SERVICE GOES BEYOND THE EVERYDAY.





# Civil Air Patrol's Financial Development Gets a Boost



Maj. James W. Fogal,  
CAP's new chief of  
development



Our campaign here at National Headquarters to bolster our financial development program is entering a new phase with the addition of a committed volunteer in the Alabama Wing — Maj. James W. Fogal — as the new volunteer chief of development. Fogal brings two decades of experience in fundraising and related activities at universities, colleges, institutes and foundations to the position at CAP. He's a CFRE (certified fund raising executive) as well as a CFP (certified financial planner), among many other professional credentials. He now works as a private financial planning practitioner in Auburn, Alabama.

In his position as chief of development for CAP, Fogal will lead a team on encouraging giving from individuals, corporations and private foundations. He plans to form a team of fellow CAP members from each region who share his background and expertise in fundraising.

Within CAP, Fogal serves as the Alabama Wing's critical incident stress officer and fills a number of positions with the Auburn Composite Squadron, including character development instructor, aerospace education officer, professional development officer and health services officer (which reflects his 25 years as a paramedic). He has been a lead instructor for several years at the wilderness advanced first

aid school at the Alabama Wing's Emergency Services School.

Any CAP member who has experience in nonprofit fundraising and would like to join the new development team should contact Fogal at 334-953-7748, ext. 436, or by email at [JFogal@cap.gov](mailto:JFogal@cap.gov).

Fogal adds that you can increase the impact of your gift to CAP through an employer matching gift program. Many employers will match charitable contributions made by their employees or employees' spouses.

Matching gifts will be allocated to the donor's designation (if requested) unless company policy requires distribution to a general fund.

To find out if your employer will double or even triple your gift, contact your human resources office. If you have questions or concerns regarding corporate matching gifts, or would like additional information about gift options, contact the development office toll-free at 877-227-9142, ext. 436, or Fogal via email. You can also visit CAP's new giving

webpage for more details:  
[giving.capmembers.com](http://giving.capmembers.com).



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

# Volunteer Marks 50-Issue Milestone

By Dan Bailey



Massive missions have arisen, technology has advanced and Civil Air Patrol's all-volunteer membership has responded to numerous challenges. Major anniversaries have occurred. The organization's governance system has been restructured. And it even became a part of the U.S. Air Force's Total Force.

It happened in CAP over the last 10½ years, *Civil Air Patrol Volunteer* — now 50 issues old — has covered it.

First published in January 2006, the *Volunteer* replaced the newsprint *CAP News*, which had been published monthly for most of its existence since its creation in March 1959 as *CAP Times* (the name change occurred with the January 1969 issue).

The inaugural issue of the magazine set the tone for much of what has followed, with a cover photo featuring three CAP officers and a CAP-USAF staff member posing with four Hurricane Katrina refugees — an infant and a toddler and their grandparents — at Baton Rouge Metropolitan Airport in Louisiana. After the shoot, CAP members flew the stranded family to Dallas for a reunion with the youngsters' parents. A special report inside detailed how CAP supported disaster relief in the air and on the ground, ultimately checking on 4,266 homes and 8,524 residents, flying 1,848 hours, delivering



30,000 pounds of food supplies and totaling 35,495 man-hours of service.

Over the next decade, other major missions and milestones also received special coverage. The November-December 2006 issue was largely devoted to chronicling CAP's development over its first 65 years. Enriching the presentation were vintage photos and recollections from some of the organization's founding members, who described the challenges of serving in a fledgling force dedicated to protecting the homeland during World War II — most memorably from German U-boat attacks on U.S. oil tankers steaming toward the European theater.

### Major Missions

Twelve months later, the November-December 2007 *Volunteer* examined CAP's crucial monthlong role in the massive search for missing celebrity aviator Steve Fossett, whose Bellanca Super Decathlon had disappeared after he took off Labor Day weekend from a private airstrip in rural Nevada. By the time the hunt was called off that September, CAP pilots had made 629 flights totaling 1,774 man-hours in covering some 22,000 square miles. Members from eight wings amassed more than 17,000 man-hours in the air and on the ground.

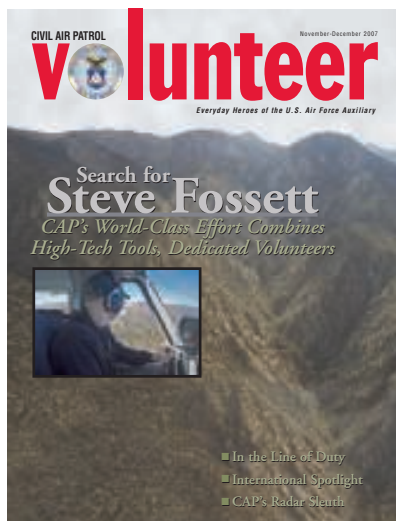
The November-December 2008 magazine

focused on another major weather mission, this one undertaken in response to Hurricane Ike. Dramatic interviews and photos captured the dedication to service that stirred senior members and cadets from the Texas Wing and neighboring states to assist victims of the storm in Texas and Louisiana. They combined to work more than 18,700 man-hours and to make more than 350 flights in generating more than 40,000 high-definition photographs to document the damage in east Texas.

Two years later brought extensive coverage of what proved to be CAP's most comprehensive mission since World War II. For the only time in the magazine's existence, two straight covers focused on the same subject — the Deepwater Horizon oil spill in the Gulf of Mexico. The October-December 2010 *Volunteer* gave readers a look at multiple wings' involvement in the response to the manmade calamity. CAP conducted a 118-day mission, with some 150 members contributing more than 20,000 man-hours to monitor and photograph the damage.

### Members Respond

Readers have also stayed abreast of CAP members' response to a wide array of other emergencies, search and rescue and homeland security missions. Whenever and wherever disaster struck — tornadoes,





the production of a limited number of special keepsake copies of this commemorative edition with a front cover featuring a gold foil embossed image of the gold medal.

### Individual Accomplishments

The March-April 2009 issue shifted the spotlight to space. U.S. Air Force Col. Eric Boe, the Space Shuttle Endeavour pilot, first explored aviation and aeronautics as a cadet in the Georgia Wing in the early 1980s. Boe's youthful career in CAP culminated in his receiving the Gen. Carl A. Spaatz Award, the organization's top cadet achievement, in July 1983 as an 18-year-old. When Boe — still a CAP member, then and now — guided the Endeavour to the International Space Station in November 2008, he carried his Spaatz coin with him.

Other former cadets — like Air Force Maj. Nicole Malachowski and Samantha Weeks, who flew for the Force Thunderbirds; Navy Capt. Keith Hoskins, former pilot for the Navy's Blue Angels and commander of Naval Air Station Pensacola; lawyer Margaret Stock, a MacArthur Foundation "genius grant" recipient; Hila Levy, first in her 2008 graduating class at the Air Force Academy, the first former cadet to receive a Rhodes scholarship; world-class luge racer A.J. Rosen; and U.S. Sens. Tom Carper and Mike Rounds, among many others — have shared their accounts of how their youthful training in CAP set them up to succeed as leaders in later life, whether in the military, government or private business.

Then-current cadets also have explored the lessons they learned in squadron activities, wing encampments and National Cadet Special Activities devoted to such programs as flight, aircraft manufacturing, unmanned aerial vehicles, search and rescue, cyber defense, advanced technology, leadership and civil

floods, wildfires, blizzards or tsunamis — CAP members were often the first on the scene, and their actions have been chronicled in the *Volunteer*. The same is true of members' search for the lost in all sorts of challenging terrain and weather conditions. And coverage also has targeted CAP's intercept flights to help train U.S. Air Force fighter jets protecting the skies surrounding major events like the Super Bowl, the Kentucky Derby and election-year political conventions.

*Volunteer* articles have followed technological advances, such as cell phone and radar forensics, or aerial photography carried out on a mass scale to provide imagery in real time for government agencies' use in evaluating damage from natural or manmade disasters.

Civil Air Patrol was awarded the Congressional Gold Medal on Dec. 10, 2014, at Emancipation Hall at the U.S. Capitol, followed by a gala reception that evening honoring the World War II members for their service. Comprehensive coverage of not only those events but also CAP's entire multifaceted wartime mission and its pioneering members' service and sacrifice followed in the January-March 2015 *Volunteer*, which devoted an unprecedented 80 pages — 43 percent more than the usual 56-page count — to the landmark occasion. Also unprecedented was

engineering. The Pennsylvania Wing's Ben Garelick was part of a Penn State team working to build its own spacecraft and land it on the moon. Adam Eudy of the South Carolina Wing applied himself to becoming an award-winning chef. The Indiana Wing's Jason Reed was named to the Federal Emergency Management Agency's first National Youth Preparedness Council. Sara Fishbein of the Ohio Wing filled a number of leadership positions at the squadron, group and wing encampment levels en route to being named 2012 Cadet of the Year and then gaining admission to the Air Force Academy.

Senior members have had interesting stories to share, too. Take, for example, Maj. Dale Brown, commander of the Nevada Wing's Douglas Composite Squadron, who maintains a high profile outside CAP as a novelist with 13 *New York Times* Best Sellers to his credit. And then there's Lt. Col. Paul Salos of the Texas Wing's Plano Mustangs Composite Squadron, whose ability to recreate the singing style of legendary crooner Frank Sinatra earned him a place in the top 10 finalists on NBC's "America's Got Talent." In the Pacific Northwest, 2nd Lt. Deni Watson, a member of the Oregon Wing's Aurora Composite Squadron, serves as a donor tissue recovery technician II for Lions VisionGift in Portland, which involves traveling throughout the state to recover corneas and sometimes whole eyes from deceased donors. A former Kansas Wing commander, Col. George Boyd, learned to fly as one of the famed Tuskegee Airmen during World War II. Col. Chris Hayden, former Maine Wing and Northeast Region commander, can point to screenwriting credits that include "Dr. Who" and "Wuthering Heights" for the BBC in his native Britain.

Along with developing tomorrow's leaders through the cadet program, CAP also works to bolster the nation's future workforce by making education — especially the STEM subjects (science, technology, engineering and math) — exciting and intriguing for youth in classrooms across the country. Magazine stories have examined the benefits of the Aerospace Connections in Education program for K-6 students, available at no cost to educators, and of cost-free STEM Kits provided to K-12 youth and funded by the Air Force STEM Outreach office.

Fifty issues ago, Julie DeBardelaben — deputy director for public affairs at CAP National Headquarters and also the magazine's editor, then and now — described the brand-new publication as "filled cover to cover with comprehensive features that capture the heart and soul behind the motivations, tenacity and fearless volunteerism of our



everyday heroes — the members who represent the true ideal of what it means to be an American.”

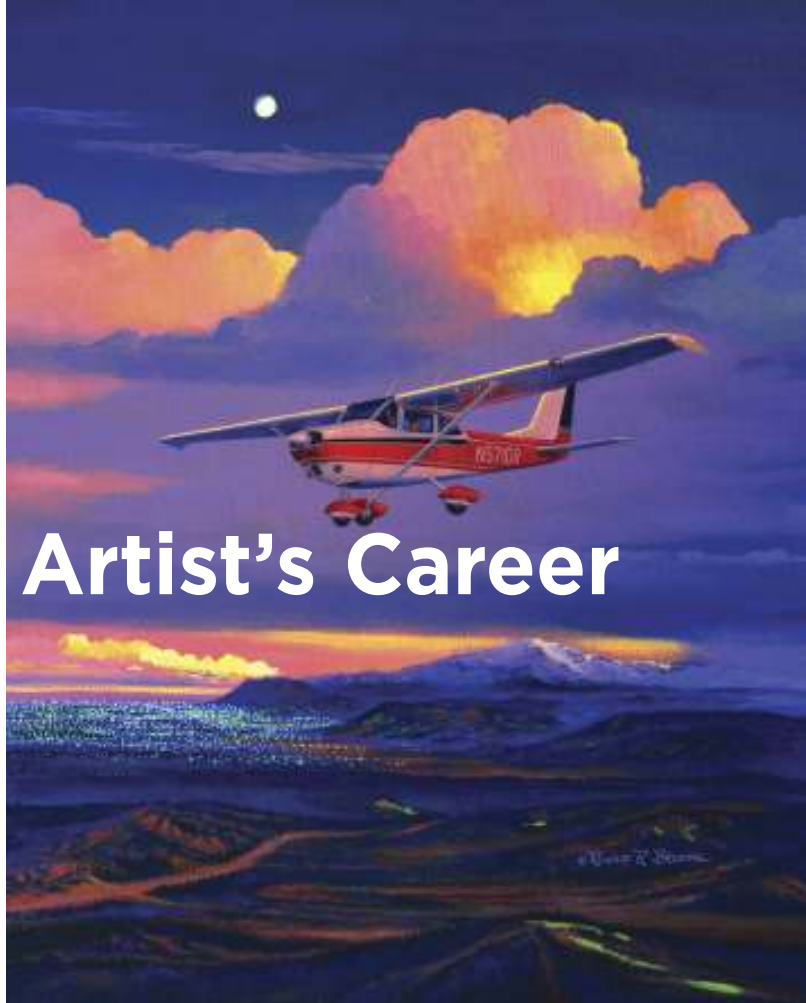
And more than a decade later, over the course of 627 feature articles, 3,393 photos and 2,824 pages, the *Volunteer's* guiding mission remains the same. ▲



# CAP Shaped Artist's Career

*Former Colorado Cadet  
to Create 75th Anniversary  
Commemorative Painting*

*By Markeshia Ricks*



**R**ichard R. “Rick” Broome joined Civil Air Patrol as soon as he was eligible at 13, and he credits that early experience with shaping his life’s trajectory. It has not only led him to be a renowned aviation artist, whose work is on display around the world, but also brought him full circle relative to CAP.

Broome has been commissioned to create a commemorative painting as part of this year’s celebration of CAP’s 75th anniversary.

“When I think back on all of those years I got to be a Civil Air Patrol cadet,” he said, “I had so many wonderful experiences. I’m honored to create artwork to celebrate the 75th anniversary of the Civil Air Patrol.”

## **An Eager Cadet**

Descended from a family of military men, including his father and grandfather, the Pueblo, Colorado, native already knew that when he grew up he wanted to attend the U.S.

Air Force Academy, fly heavy aircraft for the Air Force and retire after 20 years of service and form his own airline.

He had it all mapped out, and looking at his history with CAP, Broome seemed destined to do all those things. He was just 14 and had been a cadet for only two years when he participated in senior encampment during the summer of 1961. Though he was young, he could already “fly an airplane very well,” Broome said. He was among 550 cadets from all over the country who were staying in actual Air Force Academy dorms that summer, and he was elated.

“That was amazing,” he said. “We had inspections every morning and in the chow line. I was an element leader, so I had to be responsible for a number of kids my age and younger.”

Broome said the highlight of the summer for aviation-minded youngsters like him was the chance at an incentive ride in a C-45 and a C-47. One of the pilots had befriended him and asked which plane he’d rather fly. He chose the

◀ This painting has special meaning for aviation artist Richard R. Broome. It is of Broome and his wife Billie on a romantic adventure in his Cessna 172 before they were married in December 1965. The painting came from his memories of a date they had the summer before, in which the couple flew in the new aircraft from Pueblo, Colorado, up the Front Range to just south of Denver, and then back to Colorado Springs, where they landed and had dinner at the famous five-star resort hotel The Broadmoor.

C-47, and soon after takeoff from Lowry Air Force Base, Colorado, the captain of the plane offered him the left seat.

“I remember this like it was yesterday,” he said. “I got in the left seat while the co-pilot guarded the throttles. The captain told me to keep my feet on the floor; don’t touch the rubber pedals. This was still on the climb-out.”

Broome flew the plane down to the Air Force Academy and made three left-hand pylon turns at about 1,000 feet altitude. “I will never forget that part of my growing up in aviation,” he said. “That was really wonderful. I can remember looking down at the engine. It seemed a lot further away than I imagined it would be on the dome of the propeller. I could see the reflection of the Gooney Bird in the nose, and it looked like a supersonic jet.”

Broome spent much of his teen years developing his flying skills and another skill — painting. At 7, he had won a *Better Homes and Gardens* national coloring contest. That was the same year he’d gone on his first airplane ride at the invitation of his best friend’s father.

By the time he was a freshman in high school he had completed his first oil painting. His subject? A red, white and blue airliner with the number 911 painted on it. He became so good and well-known for his renderings of aircraft that he traded them and would eventually sell them for flight time. He often used his flying time to deliver his paintings.

He’d become such an experienced pilot that before his 17th birthday, he had checked out in eight different aircraft and was awarded his private pilot certificate on Feb. 27, 1964. At 18, he was awarded his Civil Air Patrol senior member wings.

But things didn’t go according to plan after that.

## Changing Course

Broome would discover he had a medical condition that



A recent photo shows Broome at work on one of his “Starlite” paintings. The renowned artist is now working on a commemorative painting as part of the celebration of CAP’s 75th anniversary. Photo courtesy of Allison Earnest



A 13-year-old Broome in his CAP uniform stands next to an orange and silver brand-new Cessna T-37B. The photo of the Colorado Wing cadet was taken at Webb Air Force Base, Texas, in 1960.

would keep him from joining the military and attending the Air Force Academy. Though those plans were dashed, he decided to pursue a civilian career in aviation. He married his high school sweetheart, Billie, and they moved to California, where he attended Northrop Institute of Technology

while working as a flight-line mechanic for United Airlines at Los Angeles International Airport. He also continued to paint.

With just a few weeks on the job, he asked a pilot he knew if he could put up a display of his paintings in the United crew lounge at LAX. "I ended up with paintings in Los Angeles, San Francisco, Chicago and also Denver," Broome said.

He built his reputation as an artist taking commissions from flight crew members. He used his crew member authority to fly his paintings to their owners-to-be on his days off.

Though he was selling paintings and taking commissions,

he wasn't seriously thinking about making a living as an artist. That changed when his opportunity to be in the last class of the Boeing 727 flight engineers ended because the class was postponed and then cancelled. Broome and his wife decided to move back to their home state of Colorado, specifically the Colorado Springs area, and to make a full-time

go of the artist life.

"Nobody in the world that had any common sense would ever think they could make a living as an artist in aviation," Broome said. "It is pretty well unheard of to do solo. I was just going to do the artwork until United called me back."

## A New Path

In Colorado Springs, Broome and his wife were surrounded by people connected to the Air Force and the Air Force Academy. And those people were very interested in his work. "We fell in love with the cadets up at the academy," Broome said. In 1972 he started creating paintings featuring the Air Force Academy, and business took off.

Two years later, Broome started creating and publishing what is known as "the official class painting" for the academy, which has amassed a collection of Broome's paintings valued at several million dollars and on display throughout the institution.

"We fell in love with the opportunity to capture the history of the Air Force Academy and the cadets," he said. "It's all about the people, not about me or Billie or our family, but capturing the history of the people, their passion and their love of our country."

When United called him back as a flight officer candidate in 1984, he turned his employer down. By that time, Broome had been working as a full-time artist for more than a decade. His work had brought him in contact with the likes of Tuskegee Airman Jim Randall and Apollo 15 astronaut James "Jim" Irwin, both of whom he called friends. In fact, Broome said, "Jim and I were so close that we called each other brother." He has created works of art for every president since Jimmy Carter.

For the Air Force Academy Class of 2016, he is creating a painting titled "Fire and Ice" that features Air Force Chief of



Broome, right, enjoys a visit with Air Force Chief of Staff Gen. Mark "Boomer" Welsh III, the subject of another of his recent paintings, "Fire and Ice." The artwork features the F-16 the general flew in Desert Storm.

*"The first thing you learn about in aviation is responsibility and integrity. As a cadet member of the Civil Air Patrol from age 13 there is no doubt that the excellent leadership and mentoring from the senior members – and other, older teenagers – certainly provided a vector toward the future." – Rick Broome*



Staff Gen. Mark “Boomer” Welsh III’s F-16, which the general flew in Desert Storm while squadron commander of the 4th Tactical Fighter Squadron of the 388th Tactical Fighter Wing based at Hill Air Force Base, Utah.

And now Broome will pay homage to Civil Air Patrol, the organization he said taught him the value of relationships and helped position him so his talents as a pilot and an artist could flourish.

He said the painting will feature a CAP plane being intercepted in a no-fly zone by an F-16. “It’s going to be a difficult one to put together,” Broome said. “The elements of the background have got to be totally accurate. We’re talking about doing [Washington, D.C.], and we can’t make any mistakes on the weather aspect of it.

“I’m leaning toward having a cold-looking painting instead of a hot one done with color. Then, I’ve got to be able to capture the illusion of the speed of the F-16 and yet capture the element of the Cessna 182 that CAP flies. That

will all be done with clouds, color and perspective.”

Broome called the opportunity to commemorate CAP’s mission a tremendous honor and responsibility. He counts the late Col. William “Bill” Madsen as a lifelong mentor and friend who was very influential in his life. Madsen, who played an important role in forming the Colorado Wing during World War II, nominated Broome for the Colorado Aviation Hall of Fame in 1988.

“The first thing you learn about in aviation is responsibility and integrity,” Broome said. “As a cadet member of the Civil Air Patrol from age 13 there is no doubt that the excellent leadership and mentoring from the senior members — and other, older teenagers — certainly provided a vector toward the future.” ▲

*Editor’s Note: Lithos of the CAP painting will be available for \$75 this fall. Information on how to order will be posted online and emailed to members.*

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# Float Planes on the Frontier

**Specially outfitted CAP aircraft a must-have for Alaska Wing search and rescue missions**

*Alaska offers unparalleled scenic beauty to its rugged population. But living in America's frontier also comes at a cost. With only three major highways in a state one-third the size of the entire continental U.S., modes of transportation can be radically different from those in the Lower 48.*

*That's especially true for members of Civil Air Patrol's Alaska Wing.*

*By Russell Slater*

The Alaska Wing's signature red, white and blue DHC-2 Beavers are clearly visible, whether on the water or lakeside. Photos courtesy of Lt. Col. Mel Sheppard, Alaska Wing

## Reaching the Unreachable

When it comes to saving lives and flying other missions, the Alaska Wing has to think outside the box. By using craft outfitted with amphibious floats, members are able to reach isolated areas of the state that are otherwise inaccessible. Given such a vast territory, accessibility during times of emergency can mean the difference between life and death.

The wing's float planes provide an invaluable asset in fulfilling search and rescue missions.

"With few roads in Alaska, and a low population, a lot of travel is done by plane," said Capt. Bryan Emerson, public affairs officer for the wing. A float plane pilot since 2009, Emerson lives 45 miles from the nearest road and fully understands the challenges of Alaska living. "I take the plane to go get groceries."

Expediency can also be a factor when choosing when to fly, he added. "To get to the nearest airport, you're looking at a 3½-hour trip on a snowmobile, versus 20 minutes in the plane."

During winter months, skis replace the plane's floats.

The wing has two amphibious planes, a Cessna 185 and a DHC-2 Beaver. Members also install straight floats on other C-185s and DHC-2s and during some years a Cessna 172. The wing recently decided to retire the DHC-2s, the oldest craft in its inventory, in favor of the Gippsland GA-8, which will also replace the amphibious version of the C-185.

## Increased Challenge

The difference between flying standard aircraft and float planes is immense, Emerson indicated. "There's a greater challenge involved. There are no brakes, whereas you would have brakes on pavement. Landing on water includes less common considerations such as how to exit and deploy a flotation device in 36-degree water should the need ever

arise. Floats are also heavier, and not as aerodynamic.

"It takes time to get used to having the wind move you. Generally, if you're not docked, you're moving. You have to learn how to deal with the wind, let it push you to shore. Like anything in life, you have to build up experience.

"I have over 150 hours flying floats, and I am keenly aware that the landing is not done until you're stopped at the dock."

## Training

In order to pilot the wing's various float planes, a flier must accumulate flight time with a certified instructor and take several hours of classes on the ground, followed by an examination. Additional requirements include a single engine seat rating and a valid Federal Aviation Administration certificate.

Lt. Col. Al Senese, the wing's director of personnel, said, "I have been flying in Alaska since the late '80s, and joined CAP back in 2002. Up to the time I joined, I did not see the need to get a float rating as I did not have access to a float plane of my own. But soon after flying on floats as an observer, I decided to get qualified.

"I learned that to fly on floats for CAP you need to first be a mission pilot and that there were many other experience requirements before I could hope to apply for a Form 5 check ride. Those requirements included a recommendation ride, which meant that two instructors had to agree before you would be allowed to fly those planes."

Before a Form 5 check ride, pilots need 300 total flight hours and 25 hours on float planes. Additional hours are needed for amphibious craft.

"My first Form 5 was in a Cessna 172 on floats," Senese said. "I flew that plane quite a bit on training and real RCC (rescue coordination center) missions to build up

*"In Alaska, a float plane usually gives you better options."*

*— Lt. Col. Al Senese, Alaska Wing director of personnel*





◀ Former U.S. Air Force Lt. Col. Rich Parrotte prepares to board a DHC-2 equipped with floats.

my experience. Later I graduated to the C-206 and C-185 on floats, and later to their amphibious versions.”

### Real-World Application

In September 2015 the 11th Air Force Rescue Coordination Center tasked the wing with searching for a missing kayaker. Pilots encountered many challenges during the search, conducted near the kayaker’s point of launch near Anchorage. Crews in a C-185 and DHC-2 looked for clues along the tide line from an altitude of 1,000 feet, occasionally descending to 500 feet to verify certain objects.

In coordination with other pilots out of Anchorage’s Lake Hood Seaplane Base, the largest and busiest float plane base in the world, Senese participated in the search for the missing kayaker.

“In Alaska, a float plane usually gives you better options in case of an emergency, as there are a vast amount of lakes

out there to put the airplane down,” he said.

“One interesting note about the kayaker search was that President Obama was on an Alaska tour those days,” Senese recalled. “That made getting airborne in the Anchorage bowl a lot more challenging, due to the presidential TFRs (temporary flight restrictions) present at the time. With the help of the RCC and ATC (air traffic control), it all worked out just fine.”

On the second day of the search, float-qualified pilots ran out of crew duty time, so a C-206 on wheels was deployed. Despite their best efforts, the kayaker’s body was discovered several days later.

### The Only Way

When Alaskans find themselves lost or stranded, the 14 Alaska Wing squadrons stand ready to assist. In situations where standard aircraft are not an option, the wing’s float-qualified pilots are prepared to brave perilous conditions to help save those in need. They must use their training and experience while also putting themselves at Mother Nature’s mercy to get where only they can go.

Emerson put it simply: “When there’s an emergency, or when people go missing, sometimes the only way in or out is by float or ski plane.” ▲

*Lt. Col. Mel Sheppard contributed to this report.*

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The 23rd secretary of the Air Force, Deborah Lee James, pauses with CAP National Commander Maj. Gen. Joe Vazquez at National Headquarters' history exhibit. During her visit she shared her thoughts on the value and significance of the organization's role as a part of the Total Force.

Photos by Susan Schneider, CAP National Headquarters

# 'A Great Morning @CivilAirPatrol'

Secretary of the Air Force tours National Headquarters, praises performance of new Total Force partner

By Steve Cox

**S**ecretary of the Air Force Deborah Lee James made modern-day history when she toured Civil Air Patrol National Headquarters at Maxwell Air Force Base, Alabama, the morning of May 4. It was the first official visit by such a high-ranking civilian military leader in two decades.

"We were honored that Secretary James took time to visit her auxiliary," said CAP's chief operating officer, Don Rowland, who has worked at National Headquarters for nearly 30 years. "She wanted to come and was so interested in meeting with those who perform our missions. That's an honor."

The 23rd secretary of the Air Force arrived with great knowledge of the Air Force auxiliary's missions and its importance to America, as well as CAP's newfound status as a Total Force strategic partner.

"Civil Air Patrol has been doing a magnificent job for our country," James said. "Seventy-five years ... this is the 75th anniversary of





James is greeted by Cadet 1st Lt. Antonio Esposito of the Tuscaloosa Composite Squadron and Cadet Lt. Col. Ava Michl of the Bessemer Composite Squadron in the newly renovated aerospace education/cadet programs area of National Headquarters. The Alabama Wing cadets told James about their CAP experiences, including their involvement in AE's STEM projects.

Civil Air Patrol. And, on average, CAP has provided 100,000 flying hours per year of very vital services, to include search and rescue and counterdrug operations.”

During her tour of National Headquarters, James visited the aerospace education/cadet programs area and talked with two cadets from the Alabama Wing, Cadet Lt. Col. Ava Michl and Cadet 1st Lt. Antonio Esposito.

James' interaction with the cadets was important to Rowland.

“She heard about the impact of CAP in their lives,” he said. “She saw firsthand that CAP is a leader in

STEM education.”

Among the VIPs touring National Headquarters with James was Lt. Gen. Steven L. Kwast, commander and president of Air University at Maxwell AFB, as well as CAP National Commander Maj. Gen. Joe Vazquez and CAP-USAF Commander Col. Michael Tynnismaa.

As secretary of the Air Force, James is responsible for the affairs of the Department of the Air Force, including the organizing, training, equipping and providing for the welfare of its nearly 664,000 active duty, Guard, Reserve and civilian Airmen and their families. She also oversees the Air Force's annual budget of more than \$139 billion.

The importance of James' visit was not lost on Michl. The cadet said getting to talk to James was something she will never forget.

“The entire time I could not help but think of the plethora of amazing opportunities I have had through Civil Air Patrol and just how lucky I am to have found out about it. I have been a cadet since the age of 12, and the

honor of meeting Secretary James was certainly a milestone in the program for me,” she said.

During James' tour of the cadet program/aerospace education area, she also received updates from CAP program managers.

“We take young people who have an interest in aviation and transform them into tomorrow's aerospace leaders,” Curt LaFond, CAP's deputy director of cadet programs, told James. “Moreover, we challenge them to abide by our core values — integrity, volunteer service, excellence and respect. Whether a CAP cadet joins the Air Force, enters the civilian aerospace industry or just grows into a responsible citizen, America wins.”

Civil Air Patrol's promotion of aerospace education and STEM (science, technology, engineering and math) and how its outreach to schools nationwide helps prepare youth for potential STEM careers was the topic of Jeff Montgomery's presentation to James. Montgomery is CAP's deputy director of aerospace education at National Headquarters.

Montgomery said CAP's STEM efforts inspire 75-80 percent of its participants to consider these career fields.

James also was briefed at the National Operations Center, where CAP routinely coordinates its Air Force-assigned missions.

Since 2002, the NOC has coordinated mission approval for CAP operations in support of federal, state and local authorities across the U.S., said John Desmarais, CAP's director of operations. The NOC coordinates



approval for thousands of missions annually with 1st Air Force, 11th Air Force and Pacific Air Forces.

Vazquez told James, “CAP’s more than 55,000 Airmen stand ready to assist the Air Force whenever we are needed.”

James left with an even greater knowledge of CAP and its missions and a renewed appreciation for the Air Force’s new Total Force partner. “What a great morning at @CivilAirPatrol,” she tweeted upon her departure. “The contributions CAP makes to the Total Force are invaluable!”

The 2015 recognition of CAP as part of the Total Force reflects the organization’s growing role within the Air Force since 9/11, including flying as targets for air defense training and simulating complex unmanned aerial vehicle operations for deploying troops.

These missions, along with dozens of others, highlight CAP’s important role in support of the Air Force and other branches of the U.S. military as well as federal, state and local agencies. CAP conducts a wide range of humanitarian missions while also helping shape the nation’s youth through its cadet programs and promoting STEM in U.S. classrooms through aerospace education.

Over time, being part of the Total Force will likely mean additional missions for CAP’s volunteer civilian Airmen. Also, Air Force leaders will now consider its assets and capabilities when planning how to most effectively and efficiently carry out noncombatant missions.

“I think the future for the Civil Air Patrol is very, very bright,” said James, a former defense industry executive with 30 years of senior homeland and national security experience, who became secretary of the Air Force in 2013. Previously, she served as a congressional staff member of the House Armed Services Committee and as assistant secretary of defense for reserve affairs.

“Today’s Air Force is the smallest Air Force that we have been since we became a separate service in 1947,” James said. “Yet we are globally engaged, all over the country and all over the world. Everyone wants more Air Force.

“For this reason, I am so glad that we were able to change our doctrine last August and formally recognize the Civil Air Patrol as being part of our Total Force. It really has been that way for decades, but we finally have recognized it. For this reason, because we are so busy, I am certain that we are going to continue to value the Civil Air Patrol for the next 75 years and beyond.”

In addition to James, other Air Force dignitaries have expressed a keen interest in CAP in the past year, including Assistant Secretary of the Air Force for Manpower and Reserve Affairs Gabe Camarillo, who visited National Headquarters in April.

Also, a delegation of senior Air Force leaders headed by Daniel R. Sitterly, principal deputy assistant secretary for manpower and reserve affairs, visited the Virginia Wing Encampment at Fort Pickett last

summer, following up on the Air Force’s Cadet Encampment Assistance Program, which covers fees, uniforms and transportation costs for underprivileged cadets. That program resulted in a 14 percent increase in enrollment in 2015 and was recently expanded to further increase participation in CAP encampments.

“Such interest, from the very top echelon of the Air Force, is greatly appreciated,” said Vazquez. “[Secretary James’ visit] lifts our spirits and further bolsters CAP’s reputation as one of the nation’s premier public service organizations.” ▲



James signs CAP’s guestbook upon arrival at CAP National Headquarters at Maxwell Air Force Base, Alabama. In the book, she wrote, “Deborah Lee James, Secretary of the Air Force, Thank you Civil Air Patrol!”



Top: Suzanne Costner and her ACE students launch a rocket at Fairview Elementary School in Maryville, Tennessee.

Inset: Costner shows off her 2015 Civil Air Patrol National ACE Educator of the Year award.

Where a visit to the library is a

# BLAST!

*Dynamic Tennessee Librarian Puts Civil Air Patrol's STEM Products to Work*

*By Jennifer Gerhardt*

Launching rockets, using robots, designing paper airplanes and planning egg drops isn't something people normally associate with librarians. If you happen to be a student at Fairview Elementary School in Tennessee, however, it's exactly what you think going to the library is all about.

Suzanne Costner has been the librarian at Fairview Elementary for eight years and in the education system for more than 20 years. Last May she was recognized with Civil Air Patrol's 2015 National Aerospace Educator of the Year award.

"Suzanne's enthusiasm is contagious," said Kelly Kerr, the fourth-grade science and social studies teacher and a member of the school's STEM (science, technology, engineering and math) committee. "She does not just stand up in front of the class and tell them what to do. She acts like a kid herself and gets involved in the activity, and her excitement carries over to the students."

Costner first learned about CAP's Aerospace Connections in Education program in 2012 at a University of Tennessee workshop. She immediately saw the program's potential for making a positive impact at her school. Within three years, she had every class enrolled in the program.

"The teachers were excited about Suzanne sharing the ACE program with our students. She did not really have to do too much winning us over," said Melinda Guion, the third-grade science and social studies teacher and STEM committee member. "The Civil Air Patrol has been extremely generous in providing materials and resources

for our students."

Costner said the reason the innovative program is so successful is because the lessons are geared for each grade level, along with equipment like gliders or finger rockets that students can take home.

When the Fairview students received the program's Robotics STEM Kit, they were thrilled.

"One student said, 'I can't wait to do robots. This is like the best idea this school has ever come up with,'" Costner said. "A student who transferred in from another school told me, 'the library at my old school wasn't this much fun.'"

The school has 14 robotic arms from CAP-provided STEM Kits. The students practice picking up objects like magic markers, putting them in cups, pouring them out again, and passing an object from one arm to the next.

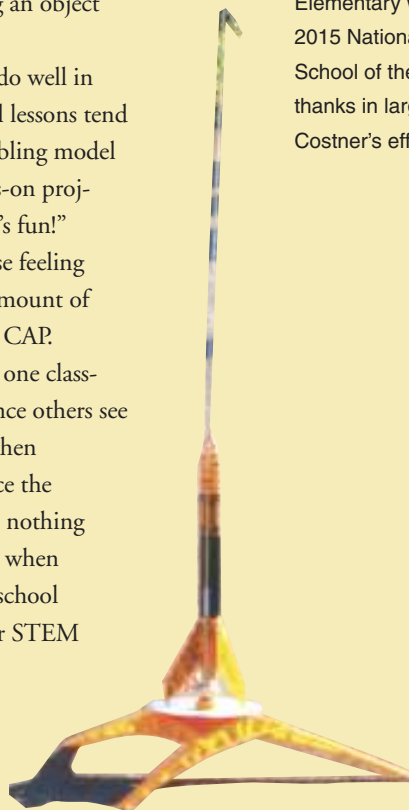
"Students who may not do well in traditional paper-and-pencil lessons tend to shine when we are assembling model planes or doing other hands-on projects," said Costner. "Plus, it's fun!"

She offers advice for those feeling overwhelmed by the large amount of curriculum offered through CAP.

"Start off small with just one classroom or one grade level. Once others see how the students respond, then participation will grow. Since the curriculum is free, you have nothing to lose," Costner aid. "Plus, when the word spreads that your school is using ACE as part of their STEM program, you will find that other community groups will want to offer their support." ▲



Costner addresses the crowd at the 2015-16 National CAP K-6 Aerospace Connections in Education Liftoff event at Fairview Elementary School. Fairview Elementary was the 2015 National ACE School of the Year, thanks in large part to Costner's efforts.








**Bolstered by positive experiences and MOUs,**

# **States Go Directly to CAP in Wake of Spring Floods**

*By Kristi Carr*

French Settlement, Louisiana, fell victim to spring flooding when the Amite River overflowed its banks, as shown in this CAP aerial photo. Photo by 1st Lt.

William Lovett, Louisiana Wing



**M**other Nature outdid herself in Texas and Louisiana this spring, setting new records for historic flooding, including along the Sabine River bordering both states and the Red River in northwest Louisiana. Timely response by Civil Air Patrol set some new precedents of its own, making CAP a direct resource for state agencies.

### One for the record books

As much as 27 inches of rain fell one early week in March near Monroe, Louisiana, while water releases from the Toledo Bend Reservoir between Texas and Louisiana led to record crests of the Sabine River near Bon Wier, Texas. The extreme rainfall prompted both the Texas Division of Emergency Management and the Louisiana Governor's Office of Homeland Security and Emergency Preparedness to go directly to CAP for aerial photography, instead of waiting for requests from federal agencies, to get a handle on endangered infrastructure

and threatened residential areas.

The National Oceanic and Atmospheric Administration attributed the incredible level of flooding to a massive, slow-moving southward dip in the jet stream that moved to the Gulf Coast by way of Mexico, drawing tropical moisture into parts of the South and the Mississippi Valley.

### In Texas, a big response for a big disaster

For the Texas Wing, this was the third major weather-related disaster response mission lasting a week or longer in 11 months. The May-June 2015 severe weather and flooding event alone lasted 37 days, with the wing providing air and ground support to the state of Texas, the Federal Emergency Management Agency's Region VI and the American Red Cross. This year's spring flooding was so severe President Barack Obama signed a major disaster declaration covering Texas for the event.

In March, at the state's request, the



First Lt. James Peck of the Shreveport Senior Squadron checks the wing-mounted Garmin VIRB camera used to provide photographs of flooded areas in Louisiana. This latest generation of aerial cameras allows for direct overhead shots of the ground below combined with GPS technology. Photo by Capt. Michael Hackett,

Louisiana Wing

Texas Wing responded with an aerial photography mission lasting nearly two weeks. CAP aircrews focused on an area in East Texas along the Sabine River Watershed, from Caddo Lake in the north to Sabine Lake in the south.

Targets of special interest included the Cottonwood power plant, valued at \$1 billion; the Orion Engineered Carbons plant, where carbon black is stored; two railroad bridges used by the Union Pacific and Kansas City Southern railways; an Interstate 10 causeway over the Sabine; and barge facilities in Port Arthur as well as barge



# Texas Wing provides aerial support following heavy rains in Houston area

By Lt. Col. Johanna Augustine



▲ First Lt. Volker E. Schmidt from the 7-6 Air Cavalry Composite Squadron in Conroe, Texas, takes a picture of flooding in Harris County. Photo by

Maj. Stephen G. Barati, Texas Wing

Civil Air Patrol's Texas Wing wrapped up a week of aerial imagery missions for the Texas Division of Emergency Management after seven consecutive days of operations in April.

Texas Wing aircrews flew a combined total of 52 damage assessment imagery missions and courier flights for TDEM from April 18-24.

Volunteers photographed areas in Harris and Wharton

counties flooded by heavy rains. Areas of concern included the city of Wharton, Cypress Creek, Addicks and Baker reservoirs, Spring Creek and White Oak and Brays bayous.

A total of 17,231 geotagged images were delivered to the state of Texas. Maj. Steve Robertson, director of emergency services for CAP's Southwest Region, said multiple state and federal agencies used the imagery to drive decision-making. The National Geospatial Intelligence Agency also used the imagery provided by Texas Wing until satellite imagery became available.

The missions, conducted from the Texas Wing's operations center in Denton, followed a full month of similar operations in which CAP volunteers flew 105 sorties and generated 19,206 images of flooded areas along the eastern border of the Lone Star State.

The Texas Wing has over 3,200 members assigned to 76 locations across the state. The wing has 34 powered aircraft and 43 vehicles available; in 2015 members flew 5,696 hours in support of state and federal missions.

traffic along the Sabine and Intra-coastal Waterway. In addition, flooding near Caddo Lake inundated several oil wells, some of which were leaking as a result.

"We saw many houses under water and numerous public facilities that were threatened," said Lt. Col. Rick Woolfolk, one of the mission's incident commanders.

"Obviously, water and electricity at the power plant do not mix well," he added. "And flooding over the Interstate 10 causeway and railroad bridges effectively shut down commerce between east and west. Meanwhile, open pits used at the carbon black storage areas led to some fear the dikes might be breached, causing major pollution.


"I am sure the different state departments were looking forward to road repairs, wildlife recoveries and all the other things that were damaged and would need attention. Our CAP photographs allowed them to be prepared."

Maj. Stephen Robertson, CAP's director of emergency services for the Southwest Region, provided numbers for the Texas mission: 105 air sorties totaling 241 flight hours; six ground sorties; 114 mission participants from Texas Wing groups 1, 3, 4, 5 and 6; 14 Texas Wing aircraft; and 19,206 geotagged images uploaded to the state.

"The staff folks worked about 14 hours per day," Woolfolk said.

With incident command posts in both Houston and Denton, Texas, wing crews used high-bird aircraft for communication between the CAP





aerial photography planes and ground stations. Twice-a-day flights transported imagery from the aircraft at Beaumont to the State Operations Center in Austin.

The photographs were supplied to the Center for Space Research at the University of Texas at Austin for comparison from one time period to the next to detect any changes.

### **In Louisiana, assessment requested and delivered**

At the same time Texas was working to get a handle on its flooding, Louisiana was doing the same thing within its own borders, as well as supplying a Louisiana Wing plane to help in Texas. “Both the Texas and Louisiana wings stayed in regular communication and shared resources during the flooding response,” said Robertson.

Col. Thomas W. “Doc” Barnard, CAP’s Louisiana Wing commander, said, “Our initial flooding took place in northwest Louisiana and involved several parishes. Bossier Parish especially took the brunt of several days of torrential rain.”

Barnard attended daily meetings at the Bossier Parish Emergency Operations Center, and when he saw a break in the weather he volunteered to fly state officials on an air tour to see the flood damage. The parish administrator and a photographer from the Bossier Parish Sheriff’s Office took him up on his offer, making the CAP flight the first to be launched in the state in response to the flooding.

Shortly thereafter, the Governor’s

Office of Homeland Security and Emergency Preparedness contacted the Louisiana Wing about establishing a CAP aerial photography mission for disaster assessment.

Twenty-four members of the Louisiana Wing answered the call, working a mission that flew 15 sorties over about a week’s time and using six of the wing’s nine planes.

One of the mission’s incident commanders, Lt. Col. Amos Plante, chief of staff for the Louisiana Wing, said flooding in his state was scattered from the northwest to southeast corners and included many areas that had experienced no flooding in recent memory. Of special interest to state officials was seeing the condition of power plants and pumping stations. “It is hard to say where Louisiana was hit hardest,” said Plante.

Tasking for locations to photograph came to CAP from GOHSEP, which was often alerted to danger zones by citizens in the various affected parishes. No physical incident command center was established, Plante said; instead, the work was accomplished via telephone and the internet.

The 2,500-3,000 photos that were taken were delivered to GOHSEP in one of three ways — copied onto a flash drive or disc and delivered in person, uploaded to a computer site for sharing photos or uploaded to a new software program developed by FEMA. The FEMA program, which was accessible to the public during the mission, codes each photo series. As Plante said, “The trick is to know the code

so you can find the photos you are interested in.”

CAP has been a Louisiana resource for such natural disasters as hurricanes Katrina, Rita and Isaac and the flooding of the Atchafalaya River in 2011. The Louisiana Wing has had a memorandum of understanding with GOHSEP since 2006.

“We’ve had a great working relationship with CAP,” said Christopher Gilbeaux, GOHSEP’s deputy director for preparedness, response and interoperability. “While we had the option to go through FEMA, we felt it was more efficient to go directly to CAP. Its volunteers are efficient and dependable, easy to work with and able to respond on short notice. CAP is an extremely integral part of Louisiana emergency services operations.” ▲

This aerial photo, taken by a Texas Wing aircrew, shows flooding along U.S. 59, near the West Fork of the San Jacinto River in Harris County.



More funding,  
more opportunities

# CAP Amps Up Flight Academy Program

*By Kristi Carr*

**F**light has been a done deal for more than 100 years. So what's the problem when a Civil Air Patrol cadet wants to learn how to fly? Mostly it boils down to cost — something that's being addressed by aggressive expansion of CAP's national flight academy program.

## **More scholarships**

The price tag of close to \$10,000 for

earning a private pilot's certificate is a deal-breaker for most. It's certainly one of the factors feeding a major looming pilot shortage in the United States.

But CAP — with its emphasis on aviation and its highly motivated pool of cadets — sees this as an opportunity.

Before last year, CAP offered approximately 20 flight scholarships, used mainly by cadets to attend one of CAP's national flight academies. This number includes





two designated flight scholarships — the Mary Feik Flight Scholarship and the Lt. Col. William Hanna Jr. Memorial Scholarship. To those CAP has added eight more scholarships, one for each CAP geographical region. These are designed to help national flight academy graduates attain their private pilot certificates. CAP cadets may also be eligible for scholarships from their CAP wings or squadrons, the Order of Daedalians and the United Services

Automobile Association.

“We have between 250-350 applicants annually, with 90-100 of them achieving what we call highly qualified status, meaning these cadets carry a grade-point average of 3.8 or higher, with an SAT score above 1540 or an ACT score above 30,” said Cadet Programs’ Wendy Hamilton. “The goal is to continue to increase the number of flight and academic scholarships to accommodate these highly

▲  
Cadets attending the 2015 glider flight academy in Tullahoma, Tennessee, were easy to spot in their bright yellow T-shirts. Here, they push a glider back into place on the runway in preparation for the next flight. Photo by Capt.

Sue Martin, Florida Wing



qualified candidates.”

Meanwhile, Lt. Col. Leslie Vazquez, CAP’s national aviation industry liaison, has been working for the past year and a half to identify potential financial donors from the aviation industry to support and expand the CAP flight

as solo flight or private pilot certification, making it more likely they will continue flying.”

In a March article by David Tulis of the Aircraft Owners and Pilots Association, Maj. Gen. Joseph Vazquez, CAP national commander, said, “We have a

sister cadet organization called Air Cadet League of Canada. They put 400 of their cadets per year through private pilot flight training and that’s what we want to try to do. We’re working on that for the future and we’re going

to roll it out in 2017.”

Securing scholarships for its student cadets has been built into the Shirley Martin Cadet Powered Flight Academy in Nacogdoches, Texas. This long-running program takes pride in securing scholarships for each of its Texas Wing cadets, while those attending from other wings are provided with contacts for securing scholarships from their local areas.

Of the 18 cadets on the roster for the 2016 flight academy, the majority came from Texas and 75 percent from CAP’s Southwest Region. Over the years, the academy has developed relationships with the Air Force Association in Texas, the Order of Daedalians, Veterans of Foreign Wars and others that have yielded scholarship support.

“Cadets take home DVDs from the flight academy, and we encourage them to put on their CAP uniforms and go visit our scholarship sponsors to show them what their money is supporting,” said Lt. Col. Bob McDonnell, academy director.

### Numerous locations

Securing the proper location for an academy, with food service and dormitory quarters in addition to runways and qualified instructors, can be a challenge. Costs at the Nacogdoches academy, for example, are minimized because the location was formerly a U.S. Army facility, with dormitory and kitchen space.

In looking to strengthen flight academy options, some regional or local programs have been transformed into full national flight academies with a standardized curriculum.

CAP flight academies vary by type of flight being taught — glider, powered and even balloon and unmanned aerial systems. While most cadets will find it easiest to attend an academy close to home, they can apply to attend at any location.

### More opportunities

At first blush, it might seem the main reason to attend one of CAP’s national flight academies is to solo, but McDonnell is quick to point out this is a flight academy, not a solo academy. True, most of the students on his roster this year did solo by the end of the academy, but that’s not the only thing they took away from their academy experience.



Cadet Rijel Evans of the North Carolina Wing goes airborne as part of the Middle East Region’s 2015 powered flight academy at Fort Pickett, Virginia.

Photo by Lt. Col. Dion Viventi, North Carolina Wing

program. CAP’s flight scholarships are now funded mostly through the CAP Foundation, which receives its money from CAP members paying their annual dues or contributing to the foundation endowment.

“We give out as many flight scholarships as possible based on the funding we receive annually,” Hamilton said. “At times we have chosen to give fewer, but larger awards to provide those cadets served with enough funds to achieve particular milestones, such

First, there's the camaraderie that affects both students and their instructors. At the Shirley Martin academy, everyone refers to one another by personal call sign rather than name or rank.

Call signs, which must never be degrading in any way, often come with a story. McDonnell recalls a cadet who was asked to participate in a television interview about the academy; when his fellow cadets saw the interview, they started to chant, "Hollywood! Hollywood!" That became his call sign and soon was common practice for everyone — student and instructor alike.

"We find the call signs help instructors interact on a mentor, rather than a rank, basis," McDonnell said. "If cadets call me by rank, it's because they're in trouble!"

Meanwhile, the academy boasts a well-seasoned staff. "The academy is a passion for us," said McDonnell, a Delta Air Lines pilot in his day job and former U.S. Air Force officer. He oversees a staff of nine primary flight instructors, a Web Mission Information Reporting System specialist to handle paperwork, an administrative and finance specialist, a senior member who fills in as needed and his right-hand helper with the call sign of "Radar," because she "anticipates needs before I do."

For cadets who are able to solo, tradition dictates clipping away the backs of their shirts. This practice signifies that the instructor, who in days of old sat behind the student pilot and tugged on his shirt if something was wrong, no longer needs to do that. The shirts get autographed and



▲ A Civil Air Patrol cadet is ceremoniously doused with water after soloing during the Southeast Region Glider Academy in 2015, the first year the academy was held in Tullahoma, Tennessee. The academy returns to Middle Tennessee this summer. Photo by Col. Barry Melton, Southeast Region



CAP aircraft line the tarmac at Blackstone Army Airfield at Fort Pickett, Virginia, site of the 2015 Middle East Region Powered Flight Academy. Photo by Col. Jane Davies, National Capital Wing

become mementos to display prominently once the students return home.

Instilling a love of aviation is the primary goal of the flight academy. “Success here illustrates these cadets have accomplished something that less than one-half of 1 percent will ever do,” McDonnell said.

Years after their flight academy experience, cadets, most using their call signs, still write him. One letter he got particularly illustrates the real worth of attending a national flight academy. A young woman, who came from a poor inner-city neighborhood, wrote:

“Sir, you’ll never know what this means to me. If I never fly again, I’ll still know I can do anything I put my mind to.”

### What to do if you want more

CAP cadets can apply to attend one of the 2017 national flight academies in late fall or early winter by logging onto <http://ncsas.com>.

Once the application window closes, unit and wing commanders have one month to approve applications, which are awarded points for service and academic achievement to determine preferred placement.

This December cadets can apply for flight scholarships by visiting [www.capmembers.com/scholarships](http://www.capmembers.com/scholarships). A scholarship panel reviews each application, and scholarship winners will be notified in spring 2017. ▲

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*Civil Air Patrol mourns passing of*

# Mary Feik

*By Dan Bailey*

**Col. Mary S. Feik, the Civil Air Patrol icon and aviation pioneer who was especially renowned as a CAP ambassador devoted to the organization's cadets, passed away June 10 at her home in Annapolis, Maryland. She was 92.**

**T**he passing of Mary Feik is a great loss to the aerospace community and to Civil Air Patrol, and especially to our cadets," said Maj. Gen. Joe Vazquez, CAP national commander. "Mary's achievements and honors over seven decades as a pioneer in so many fields are too numerous to even try to list, but we in CAP will always remember her for her devotion to our young members.

"Their accomplishments in the years to come, in whatever walks of life they choose, will be the greatest memorial to her legacy."

Feik's aviation career dated back to the early 1940s, and her contributions as an engineer, pilot, mechanic, instructor, aerospace educator and in other capacities earned her numerous national and international distinctions.

She insisted, however, that "my greatest honor" was the CAP cadet milestone award named for her in 2002.

At her own expense, she printed and signed more than 10,000 Mary Feik Achievement certificates and distributed them to cadets at wing con-

ferences and other CAP gatherings throughout the nation. The award signified completion of the third achievement of the cadet program.

Feik was named a CAP colonel and awarded the organization's Distinguished Service Medal in 2004. In 2008 she was made a Lifetime Member. She was a longtime member of the Maryland Wing's Annapolis Composite Squadron, renamed in her honor as the Mary S. Feik Composite Squadron in April.

In a message informing that unit's membership of her passing, Capt. Don Cook, squadron commander, urged the officers and cadets "to remember she lived life to the fullest and accomplished things many of us only dream of."

"Each of us should strive to live up to the words her father spoke to her as she left home and made history ... 'Aim high, and follow your dreams,' " Cook concluded.

Outside CAP, Feik's honors included induction into the Women in Aviation Pioneer Hall of Fame and designation by NASA as one of the 47



Col. Mary S. Feik poses with Gen. Mark A. Welsh III, U.S. Air Force chief of staff, during the 2014 Air Force Association's annual Air and Space Conference and Technology Exposition. Photo by John Swain, CAP National Headquarters

most significant women in aerospace. She was awarded the Order of Merit from the World Aerospace Education Organization and was the first woman to receive the Federal Aviation Administration's Charles Taylor Master Mechanic Award in recognition of contributions to aviation safety.

Those honors and many others reflected a long, diverse career as an aviation engineer, pilot, master mechanic, aircraft maintenance instructor, maintenance instruction manual author, trainer designer and National Air and Space Museum restorer of vintage aircraft.

Feik taught aircraft maintenance for the U.S. Army Air Corps during World War II. She was the first woman engineer to work in research and development at the Air Technical Service Command's Engineering Division at Wright Field, Ohio. She flew more than 6,000 hours as a B-29 flight engineer, pilot and engineering observer and as a pilot in fighter, attack, bomber, cargo and training aircraft. ▲



**Middle East Region holds  
Civil Air Patrol's first**

# Blessing of the Fleet Ceremony

**A**s the sun rose over Allen C. Perkinson Airport/Blackstone Army Airfield in Blackstone, Virginia, Middle East Region members of the Civil Air Patrol Chaplain Corps joined with local clergy to perform the first Blessing of the Fleet ceremony for over 20 aircraft and ground vehicles used in search-and-rescue operations in states from Delaware to South Carolina.

Col. John Knowles, commander of the Middle East Region, hosted the April 24 ceremony as part of the annual Middle East Region Search and Rescue College — MER-SAR 2016. The acting wing chaplain from the Virginia Wing, Chaplain, Lt. Col. Timothy Miner, organized and officiated the first-ever event.

Assisting during the ceremony were Chaplain, Lt. Col. Wayne Byerly, North Carolina Wing chaplain; Chaplain, Lt. Col. Mike Strickland, National Capital Wing chaplain; and Father Jan Dolny, a Roman Catholic priest from the Central Virginia Catholic Cluster, which ministers to the community of Blackstone.

The official prayer used to bless the vehicles came from

◀ Father Jan Dolny, a Roman Catholic priest from the Central Virginia Catholic Cluster, sprinkles holy water on one of the many Civil Air Patrol aircraft on the ramp at Blackstone Army Airfield. Beside him is Chaplain, Lt. Col. Timothy Miner, acting Virginia Wing chaplain and organizer of CAP's first Blessing of the Fleet ceremony.

Chaplain, Lt. Col. John Reutemann, a former Gen. Carl A. Spaatz cadet from the region, who is also a Roman Catholic chaplain on active duty with the U.S. Air Force.

The Blessing of the Fleet ceremony is new to CAP but not to the United States. Official ceremonies blessing fishing fleets around the East Coast date back hundreds of years. Miner's encounter with such a ceremony in Occoquan, Virginia, inspired this effort.

The U.S. Navy has conducted similar ceremonies for as long as it has existed. This year's Navy event took place in Washington, D.C., the weekend before the CAP ceremony.

During his recent tour of Southwest Asia, Reutemann had a very active ministry blessing equipment used by the servicemen and women. "I blessed all sorts of things, even an RPA (remotely piloted aircraft)!" he shared on social media with his fellow chaplains in CAP.

Dolny was not surprised when asked to bless the CAP aircraft. Many of the people he ministers to want their new cars blessed as quickly as possible, he said. As he walked up and down the ramp of planes at Blackstone, many of the CAP members who came to watch and pray during the ceremony wanted to make sure their craft received "an extra blessing."

As part of his introduction, Miner said the prayers and blessings in

the fleet ceremony are reflections of CAP chaplains' daily efforts to ask for divine intervention for safety, wisdom and mission success as CAP pilots,

prepare to serve during volunteer missions in the air and on the ground in their communities, states and region. ▲



drivers, passengers and crew members serve their communities and country as volunteers.

Knowles, who volunteers in his own parish church in Maryland, acknowledged the work of the CAP clergy and character development instructors in fostering spiritual fitness and character development. "The work of our chaplains is vital to our people and our missions," he said.

Knowles called this year's ceremony "a new tradition" at the annual MERSAR, where hundreds of CAP cadets and officers from all seven wings in the Middle East Region, along with members from across the Southeast, hone their skills and

Middle East Region Commander Col. John Knowles, second from left, hosts the first Blessing of the Fleet ceremony for CAP aircraft and corporate vans at the MER Search and Rescue College at Fort Pickett Army National Guard Base in Blackstone, Virginia. With him are three wing chaplains and a local Roman Catholic priest — from left, Chaplain, Lt. Col. Wayne Byerly, chaplain of the North Carolina Wing; Chaplain, Lt. Col. Timothy Miner, acting Virginia Wing chaplain and organizer of the ceremony; Father Jan Dolny, a priest from the Central Virginia Catholic Cluster; and Chaplain, Lt. Col. Mike Strickland, National Capital Wing chaplain.



**A** contestant on Season 32 of the CBS reality show “Survivor” credits Civil Air Patrol for the skills she used to almost outwit, outplay and outlast her competition.

Capt. Debbie Wanner, a radio communications officer with Reading Composite Squadron 811 in Pennsylvania, almost made it to the end on the Cambodian island of Kaoh Rong before her alliance flipped on her, ending her quest for the \$1 million prize and sending her to the jury.

Wanner, a chemist and mother of two, looked like a frontrunner to become the sole survivor. As a contestant on the Brains tribe and later as an individual player, Wanner did well in challenges, helped around camp and played a good social game.

Friend Mark Durick thinks that could have been her downfall.

“You can do everything right but still get voted out, because



Photo courtesy of CBS Photo Archives



you’re the biggest threat to win the million dollars,” he said. “I think that’s what happened to her.”

Durick, a CAP major and deputy commander for senior members in Wanner’s squadron, had been a fan of the show for years. He thought Wanner was perfect for it.

“She’s a smart gal,” he said. “Not only is she physically fit, I think the training she got from the Hawk Mountain Ranger School (a search and rescue school operated by the Pennsylvania Wing) helped her. She’s in good shape. I thought she did well in the actual program.

“Maybe now that she’s been on, it will inspire other members of the Civil Air Patrol to try out,” he said.

Maj. Maria Kantner worked with Wanner at Hawk Mountain. Kantner was also her commander in Squadron 811 when Wanner first joined in 2010.

Kantner missed the episodes on Wednesday nights because of

# CAP’s ‘Survivor’

*Pennsylvania Wing’s Capt. Debbie Wanner puts her skills to the test on reality TV show*

*By Donna Campbell*

squadron meetings, but she'd catch a replay as soon as she could. She caught herself yelling at the screen often, especially when the other castaways were planning to oust Wanner.

"I thought her demise was because she's so used to working as a team member, but I saw the show transitioning to individuals looking out for themselves, and I think that's where she was having difficulties," Kantner said.

Even when Wanner's name came up during the episode, Kantner didn't think her friend would get axed. "I expected her to make it toward the end. I knew she has what it takes to get as far as she could on the show."

Of course, since the season was filmed in April and May 2015 in Cambodia, Wanner was back in Pennsylvania and already knew the outcome. She was contractually bound, however, not to reveal any secrets — no matter how often she was asked.

The season officially came to an end May 18, and Michele Fitzgerald was named sole survivor.

"Debbie was a natural for the show," Kantner said. "Certainly, some of her strong qualities came out. You could see that she was an intelligent, articulate woman, a renaissance woman. She had a strong work ethic and was athletic at the same time. She made some mistakes, but everyone does."

"Renaissance woman" is an apt description for Wanner, who will turn 51 in November. She was 49 during filming.

But Wanner describes herself as more of a Vitruvian woman, one who strives to live a balanced life.



A senior member in CAP for six years, Wanner and her husband Christopher are parents to two college-age daughters, Jade and Crystal. If they'd had a third girl, they'd have a Ruby, too, she said.

She's a chemist by trade, but chemistry is far from her only talent. She's a juggler and a model who had small parts in two M. Night Shyamalan movies — "Lady in the Water" and "The Happening." She was a contestant on "Who Wants to Be a Millionaire?" and tried out for "Jeopardy" many times.

Wanner strives to be an inspiration to her daughters. "I just wanted them to know that you didn't have to live a boring life," she said. "If you want to go mountain climbing, you could do it. If you want to go model with your Aunt Diane, go do that. I just think we like to live full lives."

Wanner grew up with a love of country. She wanted to follow in the footsteps of the males in her family and join the military, but those same males were worried that as a woman she'd be in too much danger.

She thought of joining again after

Capt. Debbie Wanner, second from right, participates in Civil Air Patrol's Hawk Mountain Ranger School in 2010. Next to Wanner, third from right, is Maria Kantner, now a CAP major and deputy commander of cadets for Reading Composite Squadron 811.

Opposite page: Wanner participates in the 32nd season of the TV reality show "Survivor," which aired earlier this year on CBS. One of 18 castaways on the Cambodian island of Kaoh Rong, Wanner serves CAP as a radio communications officer with Reading Composite Squadron 811 in Pennsylvania.

9/11 but was older and didn't want to leave her family. A friend invited her to a CAP meeting. "I said, 'Why have I never heard of this?' I joined that night."

She relied heavily on the survival training she learned at Hawk Mountain to go as far as she could in "Survivor."

"Learn to build a shelter, fire,

*"That's what Civil Air Patrol teaches you. Keep your body in shape. Keep your mind sharp. Keep your skills up to date. Keep your backpack ready to roll, because you never know what's coming."*  
— Capt. Debbie Wanner, "Survivor" contestant

forage for food. We get to do all this wonderful training," she said. "How to set up a proper camp, first aid, signs of heat exhaustion. It was tremendous, the training I got in the Civil Air Patrol. Tremendous. Staying cool under fire. Keeping your head together. Keeping a positive attitude. Enormous."

In fact, Wanner was one of several contestants who succumbed to the 118-degree heat during a challenge.

"I was very calm, because I knew what was happening, and I did know that help was there. They were right off in the wings," she said. "Civil Air Patrol has really pounded into my head that a leader stays calm. You stay collected. You don't panic, because that's the worst thing you could do."

Wanner, who first auditioned for the show in 2005, had a strategy going into the season.

"So, my idea was to make myself very useful around camp and I did," she said. "I wanted to fly under the radar, but if in three days I spoke for five minutes and had fun, that's what they (producers) showed, because they like to show the older woman as eccentric, or a kook. But then they had no choice but to show that I was the one putting the alliances together and was the one that got the wood, kept

the fire going, got the food supply, kept the camp in order."

Wanner tried to be diplomatic and less of a leader than she is naturally. She said she tried "to hear everybody else out before I came up with my idea."

She wasn't afraid to show her athletic strengths. "I think I came across exceedingly well in the challenges," she said.

Kantner said both the senior members and the cadets in their squadron have been impressed with Wanner on the show and in real life.

"They certainly see that she has a strong work ethic," she said. "She's willing to pitch in. She's not an arm-folder. She's not one to just tell cadets what to do."

Wanner thought of the cadets while she was on the island. She is proud that she never told a lie while there, though she might have had to if she'd made it to the final three.

"I love the cadets of 811. I love all the cadets I meet in Civil Air Patrol and I didn't want to set a bad example, so I really tried not to lie," she said. "Would I? I probably would have. I was playing a game for a million dollars, which for me is truly, truly a life-changing sum of money. But always in

my head was, I have people watching. I don't want to be a bully. I don't want to be manipulative. I don't want to be a dirt ball. I tried to be as honorable as you can be in the game."

Wanner sees "Survivor" as a metaphor for life.

"I think that what I learned is that even when you're with people who rub you the wrong way or they're trying to sabotage you, you don't have to resort to their tactics," she said. "You don't have to resort to that. I'm glad that we didn't do what they did. There's other ways to deal with people without being a tyrant, a bully, a dictator.

"I believe in taking the high road. And Civil Air Patrol instilled in me to be as honorable as you can be, to take the high road, to build people up and not tear them down."

Wanner continued, "That's what Civil Air Patrol teaches you. Keep your body in shape. Keep your mind sharp. Keep your skills up to date. Keep your backpack ready to roll, because you never know what's coming. So yeah, it is a good metaphor for life."

Wanner has been rumored on at least one "Survivor"-related website to have been in talks for Season 34, which would be filmed in Fiji and feature returning players. There's also the possibility of a shot for a million bucks on an upcoming season of "Amazing Race," another CBS reality show that would pair her and possibly her sister in a race around the world with other teams.

Wanner's mum on either. Those pesky contractual obligations, remember?

"Alas," she said. "I have no comment at this time." ▲





**Thanks to a boyhood friendship,  
Skyhawk Composite Squadron 47  
has a unique link to two space missions**

*By Donna Campbell*

# Out of This World

**W**hen Space Shuttle Discovery left the bonds of Earth for the STS-119 mission, it carried seven astronauts, a set of batteries and solar arrays and some pretty significant experiments.

And tucked somewhere deep inside the shuttle, traveling at max speeds of 17,685 mph, was a Civil Air Patrol patch for Skyhawk Composite Squadron 47, based at Camp Pendleton in Oceanside, California.

One of the astronauts on board the Discovery during that 2009 mission was Dr. John Phillips, who became involved with the Skyhawk squadron in a very roundabout way.

Before Phillips graduated second in his class of 906 at the U.S. Naval Academy, won numerous NASA flight and service medals and came within six hours and 36 minutes of 204 days in space, he met a fellow cadet named Mike Woods at Squadron 304-C at Williams Air Force Base in Mesa, Arizona, in the mid-1960s.



The two became good friends, sharing a mutual admiration for CAP.

After Phillips joined the Navy at 17 and began his military career, though, the two lost track of each other.

Fast-forward three decades to 1997, and Woods is looking up old friends for the 40th reunion of Squadron 304. He asks one of his friends and former cadet commander, Bill Dreeland, “Whatever happened to John Phillips?”

Above: Astronaut John Phillips takes his space walk while a member of the International Space Station crew.

Top: Phillips holds a photo of the Skyhawk Composite Squadron 47 patch while on the International Space Station (Expedition 11).

*"Everyone at the squadron thought it was exciting. They had a connection with him in space. I'm sure it must have inspired them." – Lt. Col. Mike Woods, California Wing*



John Phillips, left, and Mike Woods met in the mid-1960s as CAP cadets in Squadron 304-C at Williams Air Force Base in Mesa, Arizona.

His friend said, "Didn't you see *Parade* magazine today? John's on the cover."

And he was, right there with Woods' Sunday paper.

Woods wrote to NASA, and his letter found its way

to Phillips.

The two got reacquainted, and after a few years Woods asked Phillips the first of two favors.

In 2005, Woods was a senior member in the Skyhawk squadron. And Phillips, a NASA Expedition 11 astronaut, a science officer and flight engineer, was headed to the International Space Station for six months along with Russian crewmember Sergei Krikalev.

Would Phillips answer questions from his squadron while he was at the space station?

Of course he would, Phillips said.

So Woods gathered questions from Skyhawk senior members and cadets each month and emailed them to Phillips, who answered a few and sent them back. Woods read the questions and answers at the squadron meetings. They did that once a month throughout Phillips' six-month mission.

"Everyone in the squadron thought

it was exciting," Woods said. "They had a connection with him in space. I'm sure it must have inspired them."

Phillips also sent the squadron pictures from space. When he flew over San Diego, he took a picture for them. He sent Woods a photo of Williams AFB, where they'd become friends years earlier.

Woods emailed him a JPEG of the squadron patch for a special surprise from the astronaut.

"Phillips enlarged it, cut it out and then posed with it," Woods said.

What that photo shows is Phillips holding a facsimile of Squadron 47's patch with a view of space through a porthole behind him.

"I had him email me the patch and I printed it out on a regular Epson printer we had at the space station and took a picture of myself with it, with space in the background," Phillips said. "For the kids in the squadron and the adults in the squadron, it gives them a little bit of a connection to what's going on in space."

Woods gave every squadron member a copy of the picture.

In 2009 Phillips was headed into space again, this time on board the *Discovery* with six other astronauts.

Woods had enough time before this mission to mail Phillips Squadron 47's actual patch to take on STS-119 with him. Phillips sent Squadron 47 a letter







# Spring Encampment

*Illinois, Rhode Island and Kentucky Give Cadets a Head-Start to Their Summer*

*By Sheila Pursglove*

Cadets from Civil Air Patrol's Illinois Wing stayed in "ships" (open-bay style barracks), slept in "racks" (bunks) in "compartments" (rooms), and stored belongings in "coffin lockers" during a two-weekend spring encampment at Naval Station Great Lakes, Recruit Training Command.

At this multimillion-dollar training

base, the only location for Navy Basic Military Training, cadets experienced real-world followership and leadership opportunities and got a hands-on feeling for military life, all while fulfilling CAP's Gen. Billy Mitchell Award encampment requirement.

"While we take the encampment curriculum seriously, we also get to have a fun experience utilizing the

same facilities the Navy uses in the training of its recruits," said Maj. Brian Pokuta, the encampment commander, who has been involved with the activity for 10 years — two years as safety officer, three as executive officer and five in command. "It's been one of the most rewarding experiences of my CAP career, seeing the cadets, over the history of their encampment,





Above: Cadets take aim at the Navy Small Arms Marksmanship Trainer during the Illinois Wing's Spring Encampment. Photos by 2nd Lt. Elizabeth

Barkmann, Illinois Wing

Top left: Cadet executive staff at the Illinois Wing Spring Encampment included, from left, Encampment Cadet Operations Support Officer Cadet Maj. Jodie Gawthrop, Encampment Cadet Commander Cadet Maj. Mary Kuprianczyk and Encampment Cadet Deputy Commander Cadet Lt. Col. Joshua Lambert.

mature from first-time, wide-eyed students into squared-away cadet leaders and young adults.”

The encampment, which also included participants from the Minnesota, Wisconsin, Indiana, Michigan and Ohio wings, hosted 77 cadet students (63 males and 14 females), 27 cadet staff and 33 senior staff.

“For the students it reinforces the [Maj. Gen. John F. Curry Achievement] material and exposes them to the teamwork, camaraderie, fun and CAP life away from their local units,” Pokuta said. “For the cadet staff, it requires them to lead cadets that are not from their local units and gives them invaluable experience with interpersonal relationships as well as experience with planning and execution of such a large event.”

The encampment’s cadet commander, Cadet Maj. Mary Kuprianczyk, said encampments are a stepping stone in cadets’ careers. “They learn new or different ideas

beyond what they learn at their home squadrons,” she said.

Water polo in the USS Indianapolis Combat Training Pool was the favorite activity for Cadet Airman 1st Class Dequon Jackson, Bravo Flight guidon bearer. “The teamwork and competitiveness made the experience very fun,” he said.

The Charlie Flight commander, Cadet 2nd Lt. Matthew Byrnes, who still keeps in touch with people he met at his first encampment, cites the camaraderie formed in encampments. “I find it rewarding watching cadets in my flight progress and grow in numerous aspects such as drill and leadership and take an interest in working with their wingman,” he said.

The wingman concept was popular with Cadet Airman Kristen Cromack, who took the idea back to her home squadron. “I really enjoy the aerospace classes, as they spark a fire in me as I believe they will help me with my future career plans,” said Cromack,

who also enjoyed the teamwork and discipline of drill.

Other activities included the Small Arms Marksmanship Trainer laser-based target range; water life-saving techniques, simulated ship evacuation and use of the Atlantic

◀ Cadets attending the Rhode Island Spring Encampment took to the air aboard a C-130J Hercules transport plane and UH-60 Black Hawk helicopter operated by the Rhode Island Air National Guard and Rhode Island Army National Guard.



### Obstacle Challenge

Cadets embrace the challenge of the Rhode Island Army National Guard obstacle course at Camp Fogarty in East Greenwich.

fleet gymnasium/drill hall; and experiencing teamwork while using the USS Marlinspike ship simulator.

Activities over a 25-year history have included Black Hawk helicopter rides from Waukegan National Airport, firefighting orientation, an indoor confidence course and a rock climbing wall. Each year a number of nonswim-

mers receive personal training from U.S. Navy swimming instructors.

“Close to 1,700 cadets have participated in our spring encampment since its inception,” Pokuta said.

The encampment culminated with a graduation and final ceremonial pass in review in the USS Midway Ceremonial Drill Hall, the same location used to graduate

*“Encampments are important to cadet development, because they take them outside of their comfort zone, increase their leadership abilities and grow confidence in facing challenges. I see the development in cadets' teamwork, confidence and leadership abilities throughout the week.”*  
— Lt. Col. William Stranahan III, vice commander of the Rhode Island Wing



Navy recruits into active-duty ranks. Family and friends were invited to the event, which also was a 25th anniversary celebration that included dignitaries from wing, region and the Recruit Training Command.

Down east at the Rhode Island Wing Encampment, held at Camp Varnum in Narragansett, 25 cadets from the Rhode Island, Connecticut, Vermont, New Jersey and Michigan wings challenged themselves at the Army National Guard obstacle course at Camp Fogarty in East Greenwich.

Cadets enjoyed a flight with the Air National Guard and Army National Guard aboard a C-130J Hercules and UH-60 Black Hawk helicopter for an aerial tour of Camp Varnum and much of Rhode Island. In addition, small groups participated throughout the week in orientation flights in small aircraft.

Group sports, such as soccer, promoted physical fitness and teamwork. So did the rock wall climb, flight simulators and other team building challenges.

“Encampments are one of the most popular and worthwhile activities. They challenge cadets to develop self-discipline and teamwork, while broadening their understanding of aerospace,” said Lt. Col. William Stranahan III, vice commander of the Rhode Island Wing, who has been involved with six spring encampments. “Encampments are important to cadet development because they take them outside of their comfort zone, increase their leadership abilities and grow confidence in facing challenges. I see the development in cadets’ teamwork, confidence and leadership abilities throughout the week.”

Kentucky cadets headed to Camp Loucon in Leitchfield on two different weekends instead of the traditional week-long summer event. Advanced Training Flight consisted of astronomy and flight simulators the first weekend and robotics and rocketry the second, with basic activities offered both weekends.

For senior members, Squadron Leadership School and Training Leaders of Cadets were held in Session I and the Corporate Leadership Course and Unit Commanders Course in Session II. ▲

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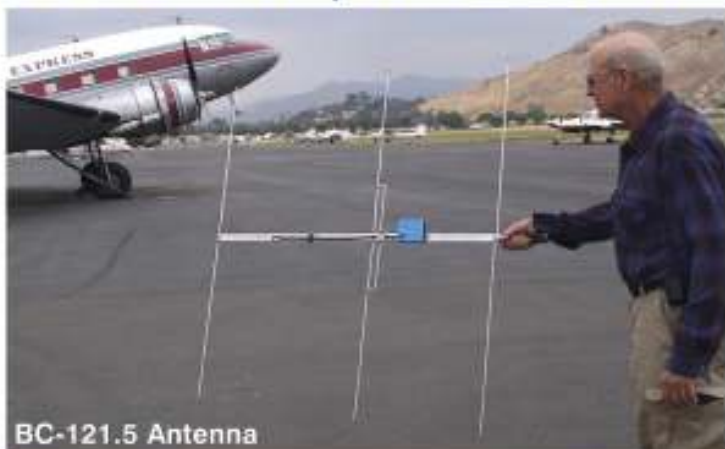
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# PrepWork



Chaplain, Lt. Col. John Reutemann, left, of the Montana Wing, and Lt. Col. Andrew James Treiman of the Wyoming Wing show their enthusiasm before another session at National Staff College. Both served as members of the NSC staff for 2016, two of about 20 CAP volunteers who worked with the 83 participants.

Photos by Susan Schneider, CAP National Headquarters

*By Steve Cox*

## CAP's future leaders hone leadership skills, make new friends at National Staff College

**E**ighty-three Civil Air Patrol leaders from 30 states came to Alabama in the spring to prep for executive-level success at the 2016 National Staff College.

Held at Maxwell Air Force Base, home of CAP National Headquarters, the annual professional development course is designed to enhance the leadership abilities of officers who are or will be assuming positions at the wing, regional or national levels within CAP. The curriculum included seminar discussions, case studies and exercises, along with presentations by top officials inside and outside the organization.

“National Staff College reiterated the principles of being attentive to the needs of the greater organization, remaining open-minded to my colleagues’ perspectives, and reflecting on the impact of strategic decisions prior to execution. Each of these lessons is invaluable to the continued development of my leadership skills,” said Lt. Col. Megan Gallagher, who served as deputy commander for cadets and administrative officer at CAP’s overseas squadron at Osan Air Base in South Korea.

Gallagher recently returned to Georgia, where she got her start in CAP. Before her service at Osan, she was a member of the Hawaii Wing. Gallagher attended NSC with her mother, Lt. Col. Rebecca Gallagher. Both now belong to the Georgia Wing’s Sandy Springs Cadet Squadron based in Marietta.

Leadership was the central focus of the weeklong course.

“We reviewed many important leadership skills I’d already studied and I learned more about servant leadership,” said Lt. Col. Kevin James Berry, Pennsylvania Wing vice commander.

At NSC, Berry and the other participants heard from a variety of Air Force and CAP officers. Lt. Col. Michael Long of the NESAs (National Emergency Services Academy) Squadron suggested that the practice of a servant-first mentality in CAP is key to retaining members and improving the quality of leadership within the organization. “If you’re too big to serve, you’re too small to lead,” he said. “We need a constant.





Don Rowland, left, Civil Air Patrol's chief operating officer, visits with Maj. Elsie Lam and Paul Kubiak, both of the California Wing, during the National Staff College's annual tour of CAP National Headquarters.



Lt. Col. David C. Ogden Sr. of the Texas Wing chats with Lt. Col. Debra Prosser of the Nevada Wing during a break at National Staff College.

We need good (servant) leadership.”

Col. H. Kenneth Johnston II, Wyoming Wing commander, said that session and others provided at NSC were helpful. “It reinforced the current way that I deal with individuals and difficulties that arise in the wing,” he said. “And learning what other wings are doing to deal with recruiting and retention was also beneficial.”

Participants in the course concentrated on executive leadership, management, organizational behavior and policy formulation while examining CAP's national-level operations in more detail.

Berry said he received “a greater sense of the size and scope of CAP nationally, yet a confirmation that we are ‘one CAP’ ” — a common refrain from Maj. Gen. Joe Vazquez, CAP's national commander.

“People from all over the country came together in our seminar and quickly realized how much we have in common,” said Berry. “Our core value of respect enabled us to gel quickly as a team, and we became high-functioning very early on in our practicum work.”

The benefits of NSC extend beyond CAP. The training in leadership, communications and executive management skills, made available through the course at a fraction of what such classes would cost at various schools and universities, is in high demand by employers in all industries. But participants were more impressed with the camaraderie.

“Participating in National Staff College created an opportunity to forge new relationships within Civil Air Patrol,” Gallagher said. “I had an opportunity to debate, discuss and learn from a wide range of CAP officers on a wide range of topics. The ability to cross-pollinate ideas at NSC only serves to enhance the overall organization.”

Johnston agreed: “The networking was invaluable.”

Gallagher said, “Civil Air Patrol is staffed by men and women who continuously strive to better the organization for generations to come. The opportunity to network with these professional volunteers to further advance CAP's contributions to the Total Force is priceless.”

“I value the input and experience of my new colleagues,” she said, adding she was counting on their support “to carry out the mission(s) I will have in the future.”

Besides Long and Vazquez, NSC speakers included:

- Air Force Brig. Gen. Paul Guemmer, commander of the Jeanne M. Holm Center for Officer Accessions and Citizen Development at Maxwell
- CAP Brig. Gen. Larry Myrick, national vice commander
- Air Force Col. Michael Tyynismaa, CAP-USAF commander
- John Desmarais, CAP director of operations
- John Swain, CAP government relations director
- Julie DeBardelaben, deputy director of public affairs
- George Vogt, CAP chief of safety, and
- John Salvador, CAP director for member services.

Midway through the week, participants took a break from the classroom to travel about 35 miles east to Tuskegee, Alabama, for a tour of Moton Field, where the famed Tuskegee Airmen trained during World War II.

The training received at National Staff College is a requirement for earning the Gill Robb Wilson Award, CAP's highest professional development achievement. Because of the course's graduate-level design and its focus on national-level operations, participation is usually restricted to members who hold the CAP grade of major or above and chief and senior master sergeants who have

completed CAP's Region Staff College or its equivalent and have received their wing commanders' endorsement.

Col. Jean Desmarais, CAP's national professional development officer, served as director for the activity.

"The purpose of the college is to prepare senior leaders with the skills necessary for higher leadership positions," he said. "Strategic thinking and planning, organiza-



tional knowledge and how to foster relationships with outside agencies are some of the goals of the college. And even if the graduate has limited goals of higher responsibility, the benefit of understanding how Civil Air Patrol is preparing for the future is invaluable at any level of command."

The big takeaway for graduates like Berry is the people. He explained, "It's always about the people when I participate in CAP activities and being among like-minded volunteers who quickly become new friends."

With that as a measuring stick, everyone attending NSC agrees: Mission accomplished. ▲

With that as a measuring stick, everyone attending NSC agrees: Mission accomplished. ▲

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# CyberPatriot Top Performers



Cadet Chief Master Sgt. Victor Griswold, team captain for the Colorado Springs Cadet Squadron's CyberPatriot entrant, holds the Cyber All American award he received for competing in CyberPatriot's national finals for all four years of high school. Flanking Griswold — who plans to attend Champlain College in Burlington, Vermont, to study computer forensics with the goal of working as a forensics specialist with law enforcement — are his team's coach, Maj. Bill Blatchley, and Brig. Gen. Richard L. Anderson, former CAP national commander. Blatchley is holding the team's third-place trophy.

Photos courtesy of the Air Force Association

*By Dan Bailey*

**Win, place ... and now show.** The Colorado Springs Cadet Squadron's team completed the trifecta for Civil Air Patrol this spring by placing third nationally in the Air Force Association's CyberPatriot National Youth Cyber Defense Competition All Service Division finals.

That finish meant the Colorado Springs unit has now captured the first and third spots in the All Service Division over the last five years. The team's 2012 predecessor finished first overall in CyberPatriot IV, and last year the South Dakota Wing's Sioux Falls Composite Squadron entry finished second in CyberPatriot VII.

The Colorado Wing squadron was representing CAP in the CyberPatriot finals for the sixth straight year. That long record of consistency resulted in a top honor for the Colorado Springs team captain, Cadet Chief Master Sgt. Victor Griswold, who was recognized with the inaugural Cyber All American award — presented to the one national competitor who has participated in the national finals competition for all four years of high school. A previous team member, Cadet Capt. Carlin Idle, was retroactively recognized as a Cyber All American as well.

"It has been an honor and pleasure over the last six years to coach the Colorado Springs Cadet Squadron's CyberPatriot team," said the team's coach, Maj. Bill Blatchley. "The hard work and training has not only resulted in our success in the national competition, but also has launched several cadets onto their career path.

"I look forward to the team members earning additional scholarship money for college and obtaining good jobs securing our nation's critical computers and networks in years to come. As part of the CAP National Headquarters Cadet Cyber Programs team, we are working on bringing additional training material and opportunities to CAP."

Also competing in the finals was the Iowa Wing's Cedar Rapids Composite Squadron, which reached the national stage for the second consecutive year.

In all, 13 All Service Division (including the two CAP teams), 12 Open Division and three Middle School Division teams competed for the overall title in their respective classifications. They represented the top 0.8 percent of a record 3,379 teams competing in three divisions.

Once again this year, CAP accounted for the most All Service Division entrants. Fifty wings generated 522 teams — 40.7 percent of the division's 1,281 total teams, and 20.8 percent higher than the 433 CAP teams participating the



previous year.

The CyberPatriot competition in all three categories began in October, with teams squaring off at the state and then region levels in a series of increasingly difficult online rounds. Given a set of virtual images that represented operating systems, the teams were tasked with finding vulnerabilities and hardening the system while maintaining critical services.

The final round began with the teams competing face-to-face in defending virtual networks and mobile devices from a professional aggressor team. The finalists also faced off in three additional competition components — the Cisco Networking Challenge, the Leidos Digital Forensics Challenge and a Facebook-hosted cyber security event — that factored into the teams' cumulative scores.

Along with Griswold, the Cyber All American award recipient, the Colorado Springs team consisted of Cadet Chief Master Sgts. Noah Bowe and Isaac Stone and Cadet 1st Lts. Zachary Cramer and Taylor Coffey.

Senior Member Marshall Barker coached the Cedar Rapids team, which consisted of Cadet Lt. Col. Daniel Holt, Cadet 2nd Lt. Josiah Stearns (a member of the Des Moines Composite Squadron), Cadet Chief Master Sgt. Charity Barker and Cadet Senior Master Sgt. Andrew Szewc.

Along with CAP, the All Service Division consisted of teams from the U.S. Air Force, Army, Navy and Marine Corps Junior ROTC programs and Naval Sea Cadet Corps. The Open Division, meanwhile, was made



Bernie Skoch, the Air Force Association's CyberPatriot commissioner, and U.S. Air Force Lt. Gen. James K. McLaughlin, deputy commander, U.S. Cyber Command, left, and at right, team coach Maj. Bill Blatchley and Scott Van Cleef, AFA chairman of the board, accompany members of the Colorado Springs Cadet Squadron's CyberPatriot team after their third-place national finish. The team consisted of, from left, Cadet Chief Master Sgt. Victor Griswold, Cadet 1st Lt. Zachary Cramer, Cadet Chief Master Sgts. Isaac Stone and Noah Bowe and Cadet 1st Lt. Taylor Coffey.

up of high school teams. Middle School Division teams come from schools or units like CAP.

The nearly 3,400 teams competing in all divisions in CyberPatriot VIII represented a 55 percent increase over the more than 2,100 teams involved last year. This year's field represented all 50 states, the District of Columbia, Puerto Rico, Guam, the U.S. Virgin Islands, Canada and Department of Defense Dependent Schools in Germany, Japan, South Korea and the United Kingdom.

Supporters of CyberPatriot include the Northrop Grumman Foundation, the competition's presenting sponsor, as well as AT&T Federal and the AT&T Foundation, Cisco, Microsoft, the U.S. Department of Homeland Security, the Office of the Secretary of Defense, Facebook, Riverside

Research, Splunk, Symantec, Air Force Reserve, Embry-Riddle Aeronautical University, Leidos, University of Maryland University College and Hewlett Packard Enterprise.

The Colorado Springs team that placed first in CyberPatriot IV in 2012 was CAP's second straight overall champion. The previous year, a team of cadets from three Florida Wing squadrons took the national title. In 2014, the California Wing's Beach Cities Cadet Squadron 107 team won the inaugural middle school competition.

Second- and third-place awards went to cadet teams from the North Carolina Wing's Burlington Composite Squadron and the California Wing's Beach Cities Cadet Squadron 107 in the CyberPatriot II finals held in 2010. ▲

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## Award Winner *Soars Above the Rest*

**A**s early as Col. Phillip Groshong can remember, he was focused on the sky. That focus continued for more than 50 years and earned him the Federal Aviation Administration's Wright Brothers Master Pilot Award earlier this year.

The Wright Brothers award is given only to a select few who have demonstrated professionalism, skill and aviation expertise by maintaining safe operations for 50 or more years.

"I credit my early flight instructors, Civil Air Patrol mentors, plus the Air Force and airline professionals who went before me for my longevity and success," said Groshong, deputy director of operations for CAP's Pacific Region.

To soar to the top of the aviation profession, Groshong took an interesting flight path. It began at age 15 when he earned a Civil Air Patrol scholarship. He completed solo flights in a CAP L-4 and then began flying the local squadron's T-34A.

By the time he finished college at the University of Oregon, he had already accumulated 300 hours of flight time. After college, Groshong joined the U.S. Air Force and was awarded a pilot's slot.

Col. Phillip Groshong flies his Lancair Legacy L2K over the foothills of Oregon's Willamette Valley. He decided to build the high-performance aircraft after his retirement from United Airlines in 2004. He is still involved in western Oregon's general aviation community.

Photos courtesy of AirSoc.com

*By Jennifer Gerhardt*





Curt Cowley, right, presents Federal Aviation Administration's Wright Brothers Master Pilot Award to Groshong. The award identifies him as a "Master Pilot" with more than 50 years of safe flying in the U.S. Air Force and Civil Air Patrol, as well as commercially with United Airlines.

*"I'd love to see more emphasis on the glider program in the future." – Col. Phillip Groshong*

"I really had a leg up on everyone else in Air Force pilot training because of my CAP flying experience," he said.

After completing undergraduate pilot training, he was assigned to fly the F-4 C/D Phantom II. Shortly after, he was assigned to the 389th Tactical Fighter Squadron at Phu Cat Air Base in Vietnam, where he flew 200 combat missions and was awarded three Distinguished Flying Crosses and 14 Air Medals.

After Vietnam, Groshong taught other Air Force pilot candidates how to fly the T-38 Talon before returning to Civil Air Patrol as a liaison officer for the Colorado Wing.

Groshong ramped up his flying when he began his commercial aviation career. It began with the B-707 for Saudi Arabian Airlines and led to the B-727, 737, 747-400, 757, 767 and 777 for United Airlines.

Groshong has enjoyed each phase of his flying career.

General aviation, CAP, the Air Force and flying commercially "each has their finer points," said Groshong.

"My general aviation time and time in CAP were more basic stick-and-rudder, so I wasn't concerned with bells and whistles. The Air Force was fun because of the equipment and mission. It was really state-of-the-art.

"The airlines had great equipment, too, and I think I enjoyed flying United's B-737 and 747-400 the most."

When he retired in 2004, Groshong had accumulated more than 27,000 hours of flying time. And he flew them without a single aircraft incident.

After retirement, Groshong decided to build a high-performance Lancair Legacy.

"This lightweight, carbon fiber, kit-built speedster flies a lot like the T-38," he said.

The high level of accomplishment he carried out throughout his life didn't go unrecognized, and it earned Groshong the Wright Brothers Award.

"I wasn't expecting Col. Groshong to be designated as a recipient of the award, but I am not surprised," said Brig. Gen. Richard L. Anderson, who serves as chairman of the CAP

National Advisory Council and has known Groshong since 1988. "He is an accomplished and respected aviator in the airline world, in airport management and in Civil Air Patrol. Few aviators possess his blend of flying experience and knowledge across multiple aviation disciplines."

Groshong also credits the award to making safety his top priority for each flight as well as always being prepared, trained and watchful for anything that could turn into a safety issue.

Even though he was busy flying, Groshong continued to volunteer with Civil Air Patrol as a wing and region commander. He has mentored numerous cadets, and in 2015 he was an International Air Cadet Exchange escort to Hong Kong.

"CAP cadets move into leadership positions at a young age," Groshong said. "My biggest piece of advice to them would be to try lots of things, hone your leadership skills, don't be afraid to make mistakes and focus on the skills you want to use later on."

He looks forward to CAP's future in aviation.

"I'd love to see more emphasis on the glider program in the future," he said. "I think it's a really good introduction to aviation, and it gives more of a feel for airplanes."

He'd also love to see CAP with more flight simulators like the Air Force uses.

"It would be great for CAP pilots to practice on," Groshong said. "They could get a lot of practice time in, gain instrument qualifications and upgrades, and increase their proficiency, making them safer pilots." ▲

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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 February, March and April.

Maj. Donald A. Cain	AL
Lt. Col. Robert C. Pinckard	AZ
Lt. Col. John R. Aylesworth	CA
Lt. Col. Brett D. Dolnick	CA
Lt. Col. Eric L. Krause	CA
Lt. Col. Stephen L. Oppenheim	CA
Lt. Col. Traci Scott	CA
Maj. Todd E. Strom	CA
Maj. Joyce E. Lampasona	FL
Lt. Col. Megan E. Gallagher	GA
Maj. Jeffrey L. Garrett	GA
Lt. Col. Ilana Mor	GA
Lt. Col. Patrick J. Zarnik	GA
Lt. Col. William E. Carlson	GLR
Col. Patrick A. Collins	HI
Col. George R. Breshears	ID
Lt. Col. Laurence V. Hicks	ID
Maj. Jeffrey E. Myers	IL
Lt. Col. Philip E. Argenti	IN
Lt. Col. Robert W. Freese	IN
Lt. Col. Samuel L. Hornbuckle	IN
Lt. Col. James E. Viney	LA
Lt. Col. Patrick M. Yglesias	LA
Lt. Col. Matthew J. Wissell	MA
Lt. Col. Walter F. Edwards	MD
Lt. Col. Jeffrey A. Focke	NC
Maj. David R. Gilchrist	NC
Maj. Brendan P. Kearns	NC
Maj. Michael A. Michel	NC
Lt. Col. James H. Van Buskirk	NC
Lt. Col. Ralph E. Camp	NV
Maj. Sadiq Q. Patankar	NV
Lt. Col. Debra A. Prosser	NV
Maj. James R. Spear	NV
Maj. Joseph N. Wolff	NY
Lt. Col. William L. Creeksbaum	OH



## 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 February, March and April.

Josiah R. Bierle	CA
Michael McLaughlin	DE
Zane C. Killingsworth	GA
Justin M. Kantor	KY
Raul A. Cott	MA
Olivia R. Fowler	ME
Leslie A. Seery	MI
Harrison M. Nagele	NC
Meghan J. Duell	NY
Clayton G. Hanson	NY
Joseph K. Glowaski	OK
Rafael O. Perez Melendez	PR
Rosalyn C. Carlisi	UT
Marshall C. Wilkins	VA
Zachary Lam	WA

Lt. Col. George E. Kellison	OK
Lt. Col. Kevin James Berry	PA
Lt. Col. Paul D. Selig	SC
Lt. Col. William H. Beall	TX
Lt. Col. David C. Ogden	TX
Lt. Col. Bjorn Sundet	TX
Lt. Col. Peter J. Boulanger	WI
Lt. Col. James F. Delaney	WI
Lt. Col. Denese Helgeland	WI
Lt. Col. Christopher W. Klein	WI
Lt. Col. Sherwood J. Williams	WI
Maj. Eric P. Judy	WV
Maj. Donald D. Walker	WV
Maj. Aaron W. Seng	WY



## 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 February, March and April.

1st Lt. Chad A. Durham	AR
Maj. David M. Walker	AR
Maj. Ronald E. Brewster	CA
Maj. Robert L. Ferguson	CA
Lt. Col. Eric L. Krause	CA
Lt. Col. Traci Scott	CA
Maj. Bryce N. Nelson	CO
Maj. Douglas D. Dutton	KS
Maj. Deborah F. Burke	KY
Maj. Daniel P. Lemanczyk	LA
Lt. Col. Walter F. Edwards	MD
Maj. Steven P. Jonas	MI
Maj. Norman J. Samsky	MI
Capt. Othelmo Da Silva	MN
Maj. Thomas J. Martin	MO
Maj. Ronald G. Turner	MS
Maj. Barry E. Feinstein	NC
Maj. Richard J. Netherby	NC
Maj. Craig M. Young	NH
Maj. Robert J. Cann	NJ
Maj. Kenneth H. Lucia	NV
Lt. Col. David M. Sellen	NV
Maj. Elaine Tingey	NV
Capt. Mark A. Holtzclaw	OH
Maj. Robert S. Magi	OH
Capt. Michael R. Garrity	OK
1st Lt. Luis J. Herrera	PR
Maj. Bruce E. Kipp	SD
Lt. Col. Philip L. Holt	TN
Lt. Col. Calvin H. Chandler	VA
Lt. Col. Gary W. Gourley	WV
Capt. Jerry W. Cowles	WY



## Gen. Ira C. Eaker Award

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

Katrina D. Hunkapiller	AL
Josiah R. Bierle	CA
Stephon J. Tonko	CA
Kevin S. Jenkins	CT
Joshua W. Sonderegger	FL
Benjamin R. Taubensee	FL
Joshua M. Myrick	HI
Devon N. Macy	ID
Jonathan M. Larios	MA
Peter M. Spinelli Jr.	MA
Kole L. Tilson	MO
James H. Browning	NC
Madison L. Paxton	NC
Matthew J. Norrie	NE
James M. Case	NJ
Vannevar A. Charleson	NJ
Cooper S. Stump	NJ
Jennifer R. Elliott	NY
Megan E. Neuman	NY
Brian M. Williams	NY
Gracelyne H. Allred	PA
Caleb A. Curran	PA
Jan A. Cartagena	PR
Darielle J. Delgado	PR
Ibzan J. Gonzalez-Munoz	PR
Javier O. Maldonado	PR
Andrew P. Lema	RI
Alexander C. Durr	TX
Michael D. Seymour	TX
Aiden Norris	UT
Sabrina T. Fuller	VA
Cory J. Harding	VA
Martin L. Simpkins Jr.	VA
Cynthia M. Smith	VA
Marshall C. Wilkins	VA
Hunter M. Lynn	WA
Erin E. Leslie	WV
Sarah D. Leslie	WV
Don A. Coletta	WY

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