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Introducing CAP.news

Civil Air Patrol's new national newsroom is up and running on the web at CAP.news. This external marketing website was established to raise awareness of the great things our volunteers do for the citizens of our nation and to solidify CAP's brand image. Information formerly posted on CAPVolunteerNow.com has been absorbed into CAP.news. Also, publication of the *Civil Air Patrol Volunteer* magazine has been reduced to twice annually — in the spring and the fall. The magazine will also be available on CAP.news.

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ON OUR COVER

U.S. Rep. Ralph Abraham, who also holds the rank of Civil Air Patrol major as a member of the Louisiana Wing, stands by a CAP Cessna used to simulate an unmanned aerial vehicle as part of the Louisiana-based military training program known as Green Flag East. See page 14 for more on Abraham, who not only serves as a second-term congressman and a member of his wing's Green Flag East Flight but also belongs to the U.S. Coast Guard Auxiliary and treats patients as a physician.

Photo courtesy of Office of Congressman Ralph Abraham

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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Civil Air Patrol, Wreaths Across America team salutes nation's fallen

Cadet Airman 1st Class Patrick Fisher waits with fellow members of the Florida Wing's Wesley Chapel Cadet Squadron to resume placing wreaths on veterans' gravestones at



Florida National Cemetery in Bushnell. Similar scenes occurred Dec. 17 at more than 1,100 sites throughout the U.S. and even overseas, as Civil Air Patrol continued its 12-year partnership with Wreaths Across America to honor the nation's fallen. In 2016, some 395 CAP squadrons participated in the annual observation, with senior members and cadets laying wreaths, posting colors and delivering memorial addresses. Photo by Maj. Steve Lampasona, Florida Wing

New Mexico Wing renews hot-air balloon program



Civil Air Patrol's New Mexico Wing has reinvigorated its hot-air balloon program after taking delivery of a 90,000-cubic-foot Lindstrand 90A Envelope balloon, seen here on its first

flight above the Land of Enchantment. The balloon, dubbed "Integrity," was initially launched as the wing's newest addition on Jan. 8. The program had been on hold since June, when Integrity's predecessor, Phoenix, was retired after 18 months of wing operations. To date the New Mexico Wing has produced five hot-air balloon pilots. Photo by Lt. Col.

Jay Tourtel, New Mexico Wing

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Looking Forward to the Next 75 Years

In the last issue, I talked about how Civil Air Patrol is an organization of its time. That report focused on CAP's 75th anniversary and how the corporation has evolved from its founding to the present. Given the changes we've seen the past few years, now is a good time to talk about the future. How will CAP fare the next 75 years, and can we remain relevant as a premier volunteer force serving communities?

The good news is CAP has a great future. Our history shows we have adapted to changing circumstances well, always ready to fulfill new missions. The reason for this success remains unchanged going into the future, and boils down to three areas: great relationships, multidisciplinary resources and high-quality volunteers.

CAP's relations define the missions we perform. Our U.S. congressional relations are better than ever, which the recent award of a Congressional Gold Medal for our World War II services readily demonstrates. The U.S. Air Force has drawn us in closer as its auxiliary, highlighted by the recent recognition of CAP as a part of the Air Force Total Force. These two key federal relationships ensure we have the

Background: Civil Air Patrol's finest asset is its citizen volunteers, who are always ready to serve their communities when needed. Their professionalism is second to none, making CAP a true force-multiplier when there is a crisis. Photo

by Capt. Greg Hoffeditz, Illinois Wing

resources we need and are positioned to perform new missions, both now and for the foreseeable future. Together with the connections being formed now with the Federal Emergency Management Agency and numerous relationships that individual wings have with state governments, we are well positioned to pick up new missions in the future as the needs of our fellow citizens change.

CAP's resources are many and cover a wide variety of disciplines. We have the largest fleet of Cessnas in the world, all equipped with modern avionics for greater precision flying. These air assets are among the lowest cost to fly, giving our state and federal customers a greater "bang for the buck" than traditional assets (we operate for even less than unmanned Predator drones!). We also have a multimillion-dollar HF and VHF radio network, with encryption capabilities that give federal customers in particular an alternative resource if traditional communications are disrupted. Our National Headquarters is itself an asset, turning out aerospace education materials and STEM Kits used to enhance CAP's aerospace education program around the country. And in addition to powered aircraft, we have a small glider fleet to better expose CAP cadets to aviation from a different perspective.

The most important factor in our future success remains what it has always been — our volunteers. Pilots and observers constitute the backbone of our air mission and come from nearly every walk of life. We also have

a growing cadre of teachers, who are bringing aerospace education to new and even younger audiences than ever before from kindergarten all the way to college. CAP chaplains are an important force-multiplier for the Air Force, helping to fill in for military chaplains when they are internationally deployed. Doctors and lawyers both have roles to fill in CAP administration, and legislative members help us build great relations at the federal and state levels.

These relationships, resources and volunteers are the keys to the future. Present trends indicate more missions are coming to CAP. Some will be related to federal training (such as Air Force air-to-air intercept flying), others to youth development (training cadets for aviation careers with private pilot flight scholarships). Some missions, such as disaster relief, will increase; and others, like search and rescue, may diminish. But in all cases, CAP has shown an ability to adapt and to do so rapidly if needed.

We have always been a high-quality resource of choice for government and local agencies to get the job done. No matter what our citizens need in the future, the professional volunteers of Civil Air Patrol will be there, to serve our country — both now and 75 years from now!

Semper Vigilans!



A large, handwritten signature in black ink that reads "Paul A. Vigyan". The signature is written in a cursive, flowing style.

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Shining the Spotlight on CAP's Cadet Programs

Civil Air Patrol's 75th anniversary provided the opportunity to conduct a yearlong conversation nationwide on the value and significance of CAP's service in communities across America, and the patriotic Americans — all CAP volunteers — who made these missions a success.

This year, CAP has another unique opportunity to continue that conversation, this time with the focus on Cadet Programs, which turns 75 on Oct 1.

The initial program offered to males and females 15 to 18 years old in 1942 was an immediate success. Participants received training in leadership, aviation, preflight skills, character development, military law, customs and courtesies, drill and ceremonies, first aid, Morse code and signals. For cadets interested in military service, the program was a perfect fit.

Today's cadets still receive training in leadership and aviation, character development, aerospace education, teamwork and military skills. But they also benefit from CAP's emphasis on nurturing an interest in STEM (science, technology, engineering and math) and cyber security subjects and careers. And they are provided opportunities for scholarships and the ability to participate in more than 50 National Cadet Special Activity career exploration and leadership experiences designed to help

them prepare for potential jobs in the aerospace industry.

Of the more than 1 million youth whose lives have been touched by CAP's Cadet Programs, each has been provided a solid foundation for earning a place among the nation's next generation of leaders. Their success as military pilots and scientists, political leaders and physicians, astronauts and teachers, cyber defenders and business entrepreneurs speaks to Cadet Programs' ability to remain relevant in the lives of America's youth and to maintain its prominence after all these years as one of the nation's premier leadership training organizations for young adults.

Just as we have been for three quarters of a century, CAP and Cadet Programs are here for our members, here for our communities and here for our country. Throughout the year as we shine the spotlight on our past and present super-star cadets, I encourage all individuals associated with CAP to share, like, post, retweet and generate original success stories from the past 75 years to keep the conversation going about CAP's outstanding Cadet Programs!



"I encourage all individuals associated with CAP to share, like, post, retweet and generate original success stories from the past 75 years."
- John A. Salvador

A handwritten signature in black ink that reads "John A. Salvador".

16 Years and Counting

Super Bowl Flight Intercept Training

By Russell Slater



A Black Hawk helicopter flies near a Texas Wing Cessna during a Felix Hawk intercept exercise mission. The training, designed to protect the Houston-area airspace for Super Bowl LI, was held a week before the game. Photos by Maj. Matthew Congrove,

Texas Wing

The sentiment is a common one: It's better to be safe than sorry. For this reason, members of the Texas Wing assisted the Air National Guard in training exercises before the 51st Super Bowl to help further preparedness of the aerial defenders.

The Atlanta Falcons and New England Patriots weren't the only teams involved in a confrontation. A different, simulated face-off occurred in the skies near Houston in the lead-up to the big game. A learning experience for all involved, members of the Texas Wing acted as a track of interest for pilots of the state's Air National Guard during crucial flight intercept training. Civil Air Patrol has provided support for these air defense flights prior to the Super Bowl for 16 consecutive years.

CAP spent two days in January and one day in February flying its Cessna 182 Skylanes and a GippsAero GA8 Airvan "low and slow," acting as mock intruding aircraft for the Air National Guard pilots. These exercises ensure the ANG's readiness to protect the Super Bowl's no-fly zone, which was established within 34½ miles of NGR Stadium in downtown Houston.

Simulating a classic game of cat and mouse, CAP pilots made their way into the restricted airspace while F-15 and F-16 jets out of Ellington Field Joint Reserve Base scrambled to intercept them.

Standard operating procedure for the intercepting pilots includes establishing basic radio contact and identifying the trespassing aircraft. From there, pilots will indicate to either "fly this way," slowly turning away and communicating to the offending craft to follow them, or will perform a breakaway maneuver, suddenly breaking away from the pursuit once they understand the intentions of the plane.

"CAP's participation in exercises like Falcon Virgo and Felix Hawk provides our members with another opportunity to demonstrate their skills and professionalism, a great honor in a very high-visibility mission like the Super Bowl." – Col. Brooks Cima

Occasionally, Black Hawk helicopters are employed for pursuit purposes, as they are easier to fly alongside the slower, smaller aircraft.

Since 9/11, the North American Aerospace Defense Command (NORAD) has been able to safely escort any violators out of restricted airspaces without incident.

Maj. Chuck Lexa, deputy commander of the Texas Wing's West Houston S.A.B.R.E. Senior Squadron, said, "I was one of the pilots that flew

a target aircraft. We were positioned about 40 miles on the southwest side of Houston, where we waited to start. Once we were notified to start, we headed for the stadium. About halfway there, we were intercepted by an F-16 and given instructions about what to do."

A Great Honor

These and similar exercises are known as Falcon Virgo and Felix Hawk, part of NORAD's Operation Noble Eagle, which was launched in

Majs. Chuck Lexa and Russell Peck of the Texas Wing prepare for a Falcon Virgo air intercept mission.





◀ CAP pilot Maj. Bob Fay, left, briefs the members of his aircrew — 2nd Lt. Greg Stenberg, right, and Capt. Steven Roberts — before their air intercept training flight with the Air National Guard.

the wake of the 9/11 terror attacks. Since the launch of the operation, NORAD claims that 1,800 non-military aircraft have been successfully intercepted when they strayed into the protected airspace that the FAA calls TFRs. These temporary flight restrictions, which prohibit nonauthorized aviation traffic in order to ensure the safety of those on the ground, have been and continue to be implemented in the skies over major events such as a presidential visit, disaster site or the Super Bowl.

“CAP’s participation in exercises like Falcon Virgo and Felix Hawk provides our members with another opportunity to demonstrate their skills and professionalism, a great honor in a very high-visibility mission like the Super Bowl,” said Col. Brooks Cima, former Texas Wing commander who served as coordinator of print and social media for the event.

Not Only Mock Targets

In addition to the flight intercept training, CAP helps provide media professionals access to joint training exercises. Wing members also fly to various airports to help raise awareness about the TFRs, to explain their purpose and potential penalties in cases of violation.

Lexa added, “CAP’s role in these training exercises is very important to the intercept aircraft as well as air traffic control operators. It provides them with an understanding of what they might be up against in the event of an actual attack by small aircraft. They’re not used to flying so slow. On the flipside, CAP gets to see what would happen if we were to inadvertently fly into a restricted airspace. It definitely makes us work to be more aware of our position.” ▲

Finding the Lost

NRAT Efforts Saves Lives

By Russell Slater

Thanks to modern technology and the dedicated work of a growing team of radar analysts, those who go missing are now easier to find.

Originating in 2009, the National Radar Analysis Team has grown to 11 members, whose valuable work has had a significant impact on Civil Air Patrol's search and rescue capabilities. Often working with the National Cell Phone Forensics Team, NRAT relies on its resourceful members and their use of technology to give precise information to search partners in the air and on the ground.

The Team

With a goal of reducing incident-to-rescue time, key CAP data analysts, programmers and other specialists came together to form NRAT in 2009. Among the team's experienced pilots are professionals with backgrounds in the Air Force, Federal Aviation Administration and aviation industries. Specialized software tools were developed to aid in the team's missions, which assemble and sort through vast collections of data at record speed. Their system archives radar data, weather data and radar coverage prediction data.

For typical missions, two to four team members work on different parts of the NRAT process using their own website and working in collaboration



Lt. Col. John Henderson poses in front of his Mission Analysis Computer System, using NRAT-developed tools designed to help shorten search missions.

with other experts like the Air Force Rescue Coordination Center, the cell phone forensics team and CAP searchers in the field.

Rescue in the Rocky Mountain State

On Jan. 7, a couple from Colorado Springs found themselves stranded in subzero temperatures after their Cirrus SR22 crashed about 32 miles east of Meeker, Colorado. The couple, who sustained minor injuries in the crash, was able to send a distress call before their plane went down and came perilously close to going over a cliff merely 300 feet away.

Facing 2 to 4 feet of snow and a temperature of 18 below zero, the AFRCC knew that time was not on the couple's side when it assigned the

rescue mission to CAP's Colorado Wing. Lt. Col. John Henderson, based in Washington state, received the call for assistance and NRAT was activated. After receiving information from airborne reports, team members were able to rapidly determine the couple's location by producing a radar track of their plane's path.

"We are very quick at getting mission-specific data, and the analysts had probable crash location information within about 20 minutes of being



The downed Cirrus SR22 is visible in this photo taken from the Colorado State Department of Public Safety Division of Fire Prevention and Control's Multi-Mission Aircraft.

activated,” said Henderson, NRAT vice commander. “We had a total of five NRAT team members that worked this mission, with 2nd Lt. Mark Keene as the primary analyst and Lt. Col. Mark Young, also a team member, who happened to be the CAP incident commander for the mission.”

Using Google Earth, the team’s radar track provided an understanding of the area’s terrain. Members plotted the Cessna’s potential location based on the plane’s speed and the weather, which proved tremendously helpful to local sheriffs and emergency first responders.

“We only had a few hours to work with due to weather moving in,” said Young, who also serves as assistant director of operations for the Colorado Wing. “A ground rescue would have been impossible, so we had to effect a

rescue by air.

“The success of this mission was in part due to the positive relationship CAP has with state and local agencies. I cannot emphasize enough how important it is to build those relationships. Almost exactly one year previous to this mission, we had a mission that was a breakup in flight in the same county. I took the time to go to their debriefing in person and show them what we can do with radar and cell phone forensics. That paid off immensely on this mission when time was of the essence.”

Guided by the vital information supplied by the team, rescuers found the plane 0.7 miles from its last radar hit. The task of the multimission aircraft from Colorado’s Department of Public Safety Division of Fire Prevention and Control, along with two civilian Medevac helicopters, was made considerably easier through NRAT’s efforts. The stranded couple was taken to Pioneers Medical Center in Meeker just over two hours after the team was notified. “Missions like this one usually can be resolved in 30 to 60

minutes,” Henderson added. “Others can take several hours to several days. We always stay on it until searchers actually find the aircraft.”

Alaska Rescue

2017 has been busy for NRAT from the start. Shortly after the rescue in Colorado, team members joined with their cell phone forensics counterparts to assist in locating a downed Cessna 180 in

south-central Alaska. When the plane, with three individuals aboard, was reported missing, the Alaska Rescue Coordination Center (AK-RCC) alerted NRAT. Based on data from the plane’s planned flight route, five team members worked for hours tracking dozens of craft, attempting to identify where the missing Cessna may have crashed.

After several dead ends, cell phone forensics team member Maj. Justin Ogden was tapped by the Rescue Coordination Center to help out. Based on early emergency locator transmitter reports, and using cell phone data that corresponded to the end of NRAT’s last track, clues began to emerge that were passed on the AK-RCC.

Faced with fading daylight, low temperatures and snow moving in, aircrews from the Alaska Wing and other agencies — who began scouring the remote landscape shortly after the men were reported missing — were faced with possibly abandoning their task when the downed plane was finally located. The Alaska Wing had 13 members signed in on the mission and many more responded to the

call-out that they were available to help.

Using a fusion of cell phone and radar tracking data and a late emergency locator transmitter report, a U.S. Coast Guard helicopter found the crash site and rescued the victims.

Collaboration and cooperation with their cell phone team colleagues is common for NRAT, Henderson said.

“We work hand-in-hand with the cell team on most of our missions. Sometimes, if the cell phone numbers are not available, they are not involved. When you look back through the chat logs for the missions, you see us working with several cell phone forensics

team members on most missions. Sometimes their information helps us isolate the right track, and our information will help confirm their data,” he said.

Looking Ahead

When a plane crashes, time is crucial, and NRAT is developing more advanced tools to increase its efficiency. The team plans to use a live radar data analysis system, ICARUS, which will alert team members within 15 minutes of a potential crash when it senses an abrupt end to a craft’s radar track. It would also produce a

validation package for analysts to study and evaluate further.

“We continue to refine our processes and work to produce the right product quickly and get it into the right hands to make accurate decisions,” Young said. “While the team is producing great results, we have a lot more improvements in the works.”

Henderson added, “Besides our actual mission time, our team’s programmers have put in thousands of hours building all the unique tools that help us be as efficient as we are on aircraft search and rescues. As we continue to build new tools and enhance our existing tools, it is exciting times for NRAT.”

Since its founding NRAT has performed 450 missions, accomplished 189 finds and saved 27 lives. ▲

*“As we continue to build new tools and enhance our existing tools, it is exciting times for NRAT.”
— Lt. Col. John Henderson, NRAT vice commander*

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Farmer, aviator, warrior, healer, congressman, volunteer

It's a Complex Life

By Kristi Carr

Even to know how to address him can be a challenge. In Civil Air Patrol, he's Maj. Ralph Abraham. On the Hill in Washington, D.C., he is Congressman Abraham. And back home in Louisiana, he is Dr. Abraham.

Across his complicated life lies a steadfast thread of service and patriotism.

At the start

Growing up on a Louisiana farm, Abraham didn't so much choose to go into veterinary medicine as veterinary medicine chose him, he said. "Becoming a veterinarian just seemed like a natural progression for me."

But that choice may have been one of the last he let just happen. Instead, he graduated to aggressively pursuing anything that held interest for him.

To serve his community and country, he joined the Mississippi National Guard, attending airborne school and training at Fort Benning, Georgia, as an infantryman. He particularly remembers an intense training exercise when a group of Guardsmen parachuted into the Rocky Mountains,

requiring them to develop a two-week survival plan to navigate out of the wilderness.

"There was ample snow on the ground and the temperature was zero degrees, so it was challenging, yet fun," he said.

When Abraham left the Guard, he didn't give up on service. He belongs to both CAP, the official auxiliary of the U.S. Air Force, and the auxiliary for the U.S. Coast Guard. Both conduct search and rescue missions, reconnaissance and transport for active-duty military personnel.

In full swing

"I believe if you don't challenge yourself, you miss so many of life's opportunities," Abraham said. "We only get one bite of the apple, so it better be a good bite."

That attitude is what led him to start taking flying lessons at north Louisiana's Monroe Regional Airport shortly after graduating veterinary school, his new practice giving him the means to pursue a pilot's certificate.

"I like the freedom of flying and of

being in control of your destiny,” he said.

Today, he owns both a Cirrus SR22 and a Eurocopter 120B. The skills and uses for these two different types of flying machines are quite varied, he said.

“It’s like comparing apples and oranges,” he said, but then admitted he thinks the helicopter is more fun.

After successfully practicing veterinary medicine for 10 years, Abraham took another leap. This time, prompted by his frustration with the lack of quality medical care in the rural area where he lived and farmed, he returned to Louisiana State University to study at its School of Medicine.

“It was challenging to go back to school,” he said. “I was leaving a successful veterinary practice, and my wife Dianne and I were raising three small children. But we made it work.”

He has practiced general medicine for 22 years now, though he may visit the clinic only once a month these days. And that’s because he took up yet another role — congressman.

On the Hill

Abraham, 62, first won election to the U.S. House of Representatives as a Republican in December 2014. He was re-elected last year to a second term with 82 percent of the vote. He is particularly proud of his work as a former member of the House Committee on Veterans Affairs. His bill to give cost-of-living increases to disabled veterans became law last year.

His current House assignments include the committees on Agriculture, Armed Services, and Science, Space and Technology.

A farmer himself — he raises cattle, horses, cotton, soybeans and corn — Abraham empathizes with farmers today, faced with high production

costs and low commodity prices, issues he is working on with other members of the Committee on Agriculture.

In CAP

A major in the Louisiana Wing’s Green Flag East Flight, Abraham finds satisfaction in combining his dedication to the military, aviation and volunteerism.

The Green Flag East Flight is tasked, as is its West counterpart in the Nevada Wing, with helping to train military personnel. With an attached sensor ball, a manned CAP aircraft replicates the Air Force’s unmanned MQ-9 Reaper, demonstrating to military trainees the Reaper’s capabilities and providing them with practice

on how best to use it.

“We help prepare our soldiers who are going overseas to fight, and this is just my way of helping ready the men and women who are putting themselves in harm’s way to keep us safe here at home,” Abraham said.

His CAP squadron commander, Lt. Col. Steve Wood, said Abraham is “very active and does a good job for us, both as a qualified pilot and mission coordinator. He is a gentleman and a genuinely good person who always has a smile for those he meets.”

In addition, Abraham is an aviation medical examiner and performs physicals for pilots, often on a pro bono basis.



U.S. Rep. Ralph Abraham, R-La., flies a mission in his Eurocopter 120B to survey flooding that occurred in Louisiana in March 2016. Twenty-two of the 24 parishes he represents were flooded. Photo courtesy of the Office of Congressman Ralph Abraham



What he has learned from his multiple roles

How has he done so many varied jobs? Abraham credits a supportive family and the efficient and knowledgeable people with whom he surrounds himself. And it probably helps that he gets up early, skips lunch and goes to bed late.

And what are some of the lessons he has learned along the way?


Farming taught him that decisions are rather quickly deemed successes or failures and that hard work is crucial. As a pilot, he learned no mistakes are acceptable, because your life can depend on correct choices. As a warrior, he admires the skills and dedication of the military. As a healer, “my patients taught me to observe first, think second and act last.” And as a legislator, he’s grappled with the frustrations of the slow pace to effect change while still remaining optimistic change is possible.

Finally, as a volunteer, he knows the lasting value of simply reaching out to help others. ▲

In CAP, Maj. Ralph Abraham is assigned to the Louisiana Wing’s Green Flag East Flight, based in Alexandria and commanded by Lt. Col. Steve Wood, left. Both men are standing in front of one of CAP’s Surrogate UAS Cessnas. The aircraft uses a sensor ball underneath its wing, at right, to mimic the Air Force’s unmanned Reaper during Green Flag exercises that help train military personnel for service abroad. Photo courtesy of the Office of

Congressman Ralph Abraham

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2020 Vision



Civil Air Patrol fleet readies for ADS-B technology deadline

By Sheila Pursglove

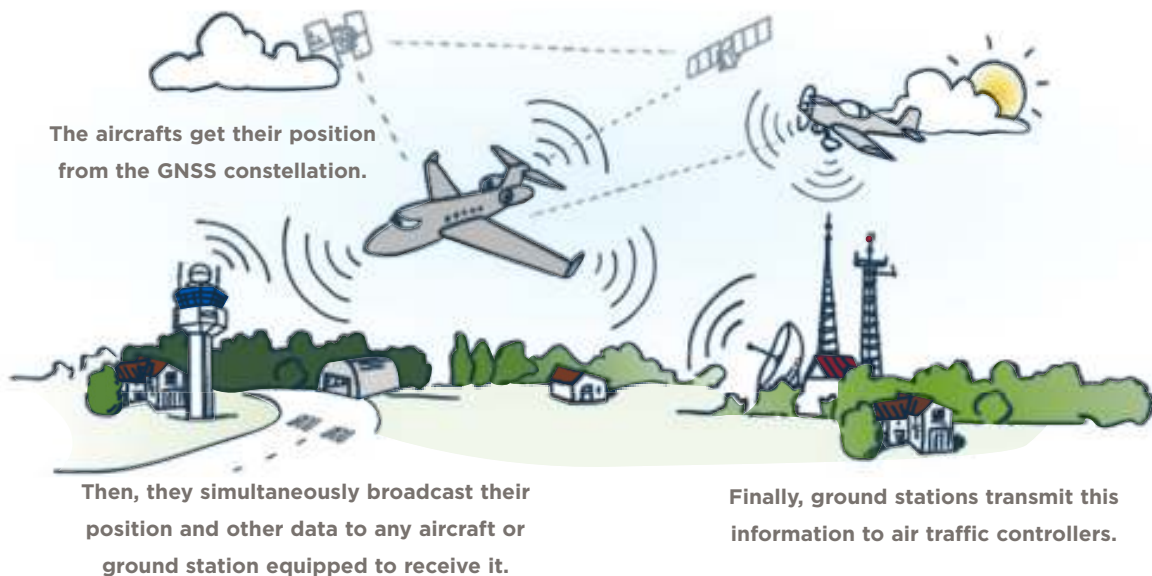
Since 2010, the Federal Aviation Administration has been transitioning away from ground radar and navigational aids to precise tracking using satellite signal technology. This step-up in avionics safety carries a Jan. 1, 2020, deadline for all airplanes that operate in designated airspace be equipped with the new system.

Gary Schneider, Civil Air Patrol's director of logistics, is staying well ahead of the curve. Because of the airports CAP must be capable of operating from and the types of missions performed, all of CAP's large fleet of single-engine planes must be configured for ADS-B (Automatic Dependent Surveillance-Broadcast) Out when the New Year dawns in three years.

"My concern is that a number of general aviation aircraft owners are holding off on installing ADS-B, hoping the FAA will extend the deadline," Schneider

The latest Garmin technology, as seen in this photo from the cockpit of a Cessna 182, allows pilots to see advanced traffic and weather on their portable electronic devices.

How does ADS-B work?



said. “I don’t want to be standing in line in December 2019 and competing with them for equipment and availability of avionics technicians and shops.”

ADS-B — touted by the FAA as environmentally friendly technology that enhances safety and efficiency and directly benefits pilots, controllers, airports, airlines and the public — is the foundation for NextGen surveillance. Beginning in 2015, all new aircraft came from the factory with ADS-B Out installed, allowing an aircraft to broadcast its position and other information.

While the 2020 deadline does not require ADS-B In, aircraft equipped with that system gain additional benefits, receiving broadcasts and messages from the ground network such as Traffic Information Service–Broadcast (TIS–B) and Flight Information Service–Broadcast (FIS–B).

“ADS-B, simply stated, is a very precise satellite-based system that uses

GPS information coupled with data from ground stations to determine the exact location, airspeed and other aircraft data and transmits that data to a network of ground stations,” Schneider said. “These ground stations process this data and relay it to air traffic control and nearby aircraft equipped with ADS-B In.”

Under the new rule, ADS-B Out performance will be required to operate in Class A, B and C airspace; Class E airspace within the 48 contiguous states and the District of Columbia at and above 10,000 feet MSL, excluding the airspace at and below 2,500 feet above the surface; and Class E airspace at and above 3,000 feet MSL over the Gulf of Mexico from the U.S. coastline out to 12 nautical miles.

By early February of this year, around 70 of CAP’s 560 aircraft across the country were equipped with ADS-B Out and a small number were equipped with both ADS-B Out and In.

“ADS-B itself requires little or no additional training for our aircrews,” Schneider said. “The transponder performs very much like transponders pilots are accustomed to using. The ADS-B functions are handled by onboard equipment and require nothing more than to be turned on.”

Schneider noted that CAP aircrews like the features, especially the In function that improves situational awareness and provides real-time weather and traffic information. “This is where we see the true benefits,” he said. “An aircraft equipped with ADS-B In and Out will receive air-to-air traffic from aircraft near their location that are equipped with ADS-B as well as traffic information transmitted from the ground. Everything within +/-13,500 feet and within a 15-nautical miles-radius will be displayed on their screens.”

The estimated cost of a complete ADS-B In and Out system is approximately \$7,000 per aircraft. “We’ve

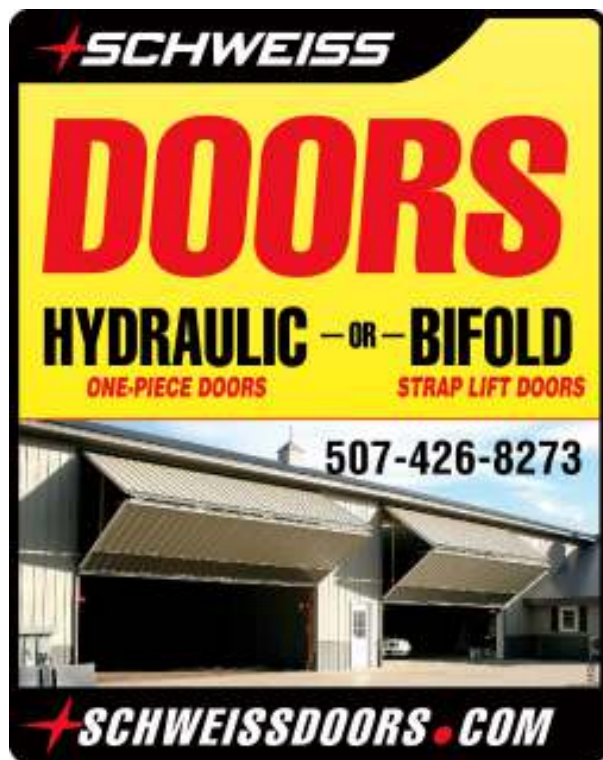
secured funding from aircraft sales and other sources to get the program going,” Schneider said. “We’re currently in contact with avionics shops and are making arrangements to get our aircraft scheduled in for installations as quickly as possible.”

According to the FAA, with ADS-B In pilots can now see what controllers see: displays showing other aircraft in the sky. Cockpit displays also pinpoint hazardous weather and terrain and give pilots important flight information, such as temporary flight restrictions. The new system reduces the risk of runway incursions with cockpit and controller displays that show the location of aircraft and equipped ground vehicles on airport surfaces — even at night or during heavy rainfall. ADS-B applications being developed now will give pilots indications or alerts of potential collisions. ADS-B also provides greater coverage because ground stations are so much easier to place than radar. Remote areas without radar coverage, like the Gulf of Mexico and parts of Alaska, now have surveillance with ADS-B. Relying on satellites also means aircraft will be able to fly more directly from one point to another, saving time and money and reducing fuel burn and emissions.

“The true benefits of ADS-B from a pilot’s perspective are improved situational awareness and a level of aviation safety and efficiency that we have not seen to this point,” Schneider said. “While it is rarely mentioned, ADS-B will actually enhance CAP’s lifesaving search and rescue capability as well.

“ADS-B systems transmit position information once every second, providing extremely accurate last reported positions to help narrow down the search area and ultimately reducing the time vital to a rescue operation.” ▲

“ADS-B In pilots can now see what controllers see: displays showing other aircraft in the sky.” – Gary Schneider, CAP’s director of logistics



Pilotless Flights

CAP Commander Teaches University
Drone Piloting Course in Maine



Cadets stand behind a large drone at the UAS Flight Academy in Kalispell, Montana, in 2016. Photo by

Col. Dan Leclair, Northeast Region

By Sheila Pursglove

Up in the sky — it's a bird, it's a plane ... actually, it could be a drone, and these Unmanned Aircraft Systems (UAS) may play a huge role in Civil Air Patrol missions in the future.

According to CAP Northeast Region Commander Col. Dan Leclair, the Federal Emergency Management Agency is eager for state emergency management agencies to have drone assets for post-disaster photography as well as search and rescue missions.

"I see ground teams taking a DJI Mavic or some type of fold-up drone out of their 24-hour pack and assisting with ground searches or disaster photography when we cannot get aircraft to the area," Leclair said. "Since new radio-controlled airplane technology is very like what is being used by the U.S. Air Force in its Remotely Piloted Aircraft, making the connection between today's drone technology and UASes/RPAs is easy.



“CAP Operations has started a UAS program within a few test wings, and in the Northeast Region states some of the wings are starting to train for search and rescue with drones,” he said. “CAP currently has two drone STEM Kits for cadets to explore the technology, and a summertime UAS Flight Academy where cadets can learn to fly drones.”

A self-described aviation junkie, Leclair has been flying model airplanes — mostly hand-thrown gliders and control line airplanes — since boyhood, and he now owns numerous fixed- and rotary-winged radio-controlled drones. His favorite is an all-carbon-fiber quadcopter that he races at speeds of up to 100 mph. “Drone racing is becoming popular and can be seen on ESPN’s ‘Drone

Racing League’ show,” he said. “It’s absolutely a handful to fly but lots of fun.”

A 2,000-hour FAA-certified airline transport pilot who flies as a CAP mission pilot, Leclair is on the front lines of educating people about this evolving technology as an instructor at the University of Maine at Augusta, the first institution of higher learning in the state to offer a drone piloting course.

Four years ago, Leclair saw an opportunity to start a UAS Flight Academy for cadets; he also pitched the concept of a UAS minor as a part of a bachelor’s degree in aviation to longtime friend Greg Jolda, a retired Air Force lieutenant colonel and aviation coordinator for the university.

The Drone Zone

A drone is officially known as an unmanned aircraft system (UAS). Any UAS weighing more than 0.55 pounds must be registered with the FAA before it is flown outdoors.

Some UASes may be considered model aircraft under part 101 of Title 14, Code of Federal Regulations (14 CFR), if they are flown strictly for hobby or recreational purposes; operated in accordance with a community-based set of safety guidelines and within the programming of a nationwide community-based organization; limited to not more than 55 pounds unless otherwise certified through a design, construction, inspection, flight test, and operational safety program administered by a community-based organization; and operated in a manner that does not interfere with, and gives way to, any manned aircraft.

If flying for more than recreation (i.e., flying for compensation or hire), the UAS operator must be a FAA-certified remote pilot and operate according to 14 CFR part 107. The minimum age for a remote pilot certificate is 16.

After connecting Leclair with Dr. Tom Abbott, who coordinates new initiatives in the aviation department, Abbott and Jolda introduced Leclair to the UMA dean, provost and president. With their blessing and a \$250,000 University of Maine System Research Investment Fund seed grant, a UAS program was launched in September, a few days after the FAA published new rules for UASes.

“It was at that point all the stars aligned and we had a program,” Leclair said.

The first seven-week noncredit course — a Commercial Pilot Drone Ground School — started in mid-October with 37 students. Participants gained the knowledge to sit for the new Remote Pilot Knowledge Test and to earn a Remote Pilot Certificate, allowing them to fly drones in national airspace for commercial purposes and to be paid for their services.

“We had a mix of people with all kinds of reasons to fly UASs commercially — Realtors to photograph houses, land managers to do island surveys, construction workers for

inspections, professional photographers and some folks starting new drone businesses,” Leclair said.

A second Commercial Pilot Drone Ground School started in March, and this fall, UMA will start courses for the UAS minor.



Northeast Region
Commander Col. Dan
Leclair helped launch a
UAS Flight Academy for
CAP cadets in Montana
and UAS courses at
the University of Maine
at Augusta.

“These courses will help our students with the rules involved, UAS operations, how to design and build both fixed- and rotary-wing drones, and finally how to plan and execute large-scale missions using drones that have wingspans of over 15 feet and can fly for long periods,” Leclair said.

After mastering the basics of flying and hovering 5-inch quadcopters indoors, students graduate to the outdoors to use large quadcopters capable of carrying mounted cameras, as well as larger fixed-wing drones that can perform loops and other tricks. The drone fleet includes aircraft with FLIR (forward looking infrared) sensors both fixed- and rotary-winged, with some that cost more than a used Cessna.

“We have small trainers to large aircraft with 15-foot wingspans that can stay aloft for many hours, and we’re one of the few universities that fly aircraft on campus,” Leclair said. “We currently have two main flying fields as well as the campus quad just outside our office.” Future plans include a hangar and a paved 900-foot runway.

A member of a national committee studying the use of drones, Leclair works with people throughout the aviation and drone industry with the goal of being able to safely fly UASes.

“We’ve not even started to imagine what drones will be used for, and my goal is that when we find those uses we’ll have the pilots to fly them, and hopefully many of our cadets and members will be those pilots,” he said. “It’s a new and emerging billion-dollar industry, and it’s exciting to be a part of the development of pilots for this new technology.”

Civil Air Patrol Director of Operations John Desmarais said CAP’s aerospace education program has provided

hundreds of STEM-based kits for hands-on learning opportunities — internally both for CAP units and externally for Air Force Junior ROTC units and teachers. CAP also is working toward operational capabilities to support missions with these mini-UASes, Desmarais said.

“Nine units are working with a customized hexacopter system developed with the help of the DHS Science and Technology Office to allow CAP ground teams to collect imagery of an emergency incident and get it to first responders quickly,” he said. “There are also personnel looking at other commercial off-the-shelf system copters to provide first-person-view capabilities to responders, and we’re also looking at more fixed-wing UAVs as well that could fly longer and collect imagery over greater areas.”

Desmarais said these systems are going to change “how we all do business.” He added CAP members will need to rely on their aviation experience and resourcefulness to meet the mission needs of customers.

“It’s definitely a changing world, and these systems are part of our aviation world, so we need to embrace them,” he said. “CAP’s stated goal is to have an operational capability in all of our wings by 2020, but we’re hopeful to get there



The back of Leclair’s office at the University of Maine at Augusta is full of things to fly. Photo courtesy of Col. Dan

Leclair, Northeast Region

much sooner. A lot of that will depend on funding and limitations in the changing landscape of this industry. Our personnel are definitely interested and willing to work to make this succeed.” ▲

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Indiana Wing's "Secret Weapon"

*Cadets take lead in
Legislative Day plans*

By Kristi Carr



Who better to make the case for the future than those who will be living it? That's the thinking in Civil Air Patrol's Indiana Wing.

For the last four years, the wing has folded cadets into its delegations to Legislative Day, the organization-wide annual trek to Capitol Hill in Washington, D.C., to inform members of Congress about CAP's work, value and funding needs.

Input from the cadets has proven so successful that this year the wing turned both planning and execution of Legislative Day visits over to them.

A critical mission

"Leg Day" is a dead serious mission for CAP and its wings. As the Indiana Wing's government relations adviser, Lt. Col. Malcolm Webb, said, "CAP has an inherent responsibility under the public law that created the organization to account for the funds appropriated to it." Both federal funds and member dues finance CAP, but the federal money accounts for the lion's share of CAP's overall budget and comes through federal military allocations.

To maintain appropriate funding, Leg Day is used as a vehicle for delivering information provided by CAP

National Headquarters as well as individual wings to members of Congress. In addition to explaining how the funds are used, Leg Day visits to each state's representatives and senators also provide an educational opportunity to make sure lawmakers understand the breadth of services CAP provides.

"For example, we've encountered those who may only be aware of our emergency services but are unaware of our cadet programs or aerospace education or vice versa," Webb said.

"Finally, at Leg Day we want to preserve and enhance the positive relationship already forged between CAP and the government," he said.

The genesis of a new approach

When Webb accepted the wing's government relations adviser position and became a member of the Indiana Wing's Legislative Day delegation, he asked if the contingent might include a few cadets. He was given the green light and soon had three on board.

As Leg Day approached that year, though, he took a step back and realized the three cadets were all male.

And that's where pragmatics came in.

Webb wanted to include at least one female cadet but was faced with budget constraints. A female would require separate billeting, meaning another hotel room to pay for in D.C.

He came up with a solution by asking Cadet Chief Master Sgt. Jaqueline Harding to join the delegation. As the sibling of a male cadet already making the trip, it was acceptable to board a brother and sister together.

The only problem as far as Webb could see was that, in his estimation, Harding was very shy and soft-spoken. Nevertheless, he figured, she would still work as a representative for the distaff side of the cadet program.

But here's where the plot turned. While the Indiana Wing delegation was in the midst of a whirlwind schedule to visit its legislators, it became necessary to split up the group to cover all the appointments. Not until Webb and his half of the group were already in one of the congressional offices did he realize Harding wasn't with him but was instead part of a group led by Lt. Col. Robert Freese, at that time the director of operations for

the Indiana Wing. What really put a lump in his throat was that he hadn't been able to alert Freese to Harding's extreme reticence so he would know to avoid putting her on the spot.

When he encountered Freese after their respective legislative visits, Freese



U.S. Rep. Peter Visclosky greets Cadet Senior Airman Sean Rapley of the Indiana Wing during CAP's 2017 Legislative Day on Capitol Hill.

Photo by Susan Schneider, CAP National Headquarters

Legislative Day Experience Leads to Internship

Cadet 1st Lt. Josh Felty, opposite page, was so impressive when he visited the office of U.S. Rep. Jackie Walorski last year as part of the Indiana Wing's Legislative Day delegation that she hired him as a summer intern. "When he was an intern in my office, Josh was always eager to help serve the people of Indiana's 2nd District," Walorski said. "It's great to have Josh and his fellow cadets here at the Capitol advocating for the Civil

Air Patrol and sharing the important work the Indiana Wing does in our state."

The wing's government relations adviser, Lt. Col. Malcolm Webb, would like to see more of his cadets in internships on the Hill. Meanwhile, Felty's future plans involve law school, service in the Judge Advocate General's Corps and eventually a job in federal law enforcement or policy advising on Capitol Hill. Photo courtesy of the Office of U.S. Rep. Jackie Walorski

looked miffed. “I stayed up until 3 a.m. to work on my speech,” Freese reportedly huffed at Webb, continuing, “When I asked Cadet Harding to speak, the people in the room were so impressed by her remarks that I tossed my speech in the trash right then and there. If I’d known she was going to be that good, I would have gotten a good night’s sleep!”

Webb vowed never to underestimate a cadet again, and Harding received a commander’s commendation, initiated by Freese, for her outstanding performance in D.C. And that’s also how Webb came to view the value of cadets for Leg Day.

Why involve cadets?

As an eight-year lobbyist to the Indiana General Assembly, Webb knows the pressures legislators face. “There are no easy decisions for these people,” he said. “They either have to impose often-unwelcomed regulations or they have to spend more of the taxpayers’ money. I came to the realization how much they might appreciate having an honest, straightforward meeting with young people.”

In fact, Webb began to see a direct correlation between the number of cadets participating in Legislative Day and successful office visits. This year, eight cadets and five senior members from the Indiana Wing traveled to the nation’s capital, resulting in face-to-face meetings with eight of their state’s total of 11 legislators. Webb viewed this as a real coup, as actual face time was often hard to come by before the heavy involvement of the wing’s cadets.

The cadets arrive at these meetings fully briefed, having done research on the legislators they will visit. Webb described a past encounter between



Visclosky speaks with Cadet 2nd Lt. Maxwell Montgomery, Cadet Senior Airman Sean Rapley, Lt. Col. Malcolm Webb and Cadet 1st Lt. Joshua Felty, all from the Indiana Wing, on Leg Day. Photo by Susan Schneider, CAP National Headquarters



From left Felty, Webb, Montgomery and Rapley pose for a group photo with Visclosky during their visit to his Capitol Hill office. Photo by Susan Schneider, CAP National Headquarters

Rep. Peter Visclosky, ranking minority member of the House Defense Subcommittee on Appropriations, and Cadet Capt. Dodge Kudrna. As the meeting was nearing its end, the congressman asked the Indiana Wing representatives if they had any questions.

“Yes,” responded Kudrna. “I was just wondering if your favorite movie is still ‘Alien’?”

“How’d you possibly know that?”

Visclosky reportedly asked.

Kudrna explained how the cadets were expected to delve into the lawmakers’ backgrounds and added that he was hoping to go into military intelligence. Should it be a surprise that Kudrna later had his pick of appointments to multiple military academies?

In another visit, this one to the office of Sen. Todd Young, then a representative, cadets opened with a

presentation promoting sponsorship of the Congressional Gold Medal for CAP. Though Young had a stock position of never agreeing to something on the spot, he immediately signed on as a sponsor.

“That’s when I knew we were onto something with the involvement of cadets,” Webb said. “And, in fact, our senior members now do their best to find a corner of the room while gently shoving cadets toward the table.”

Indiana Wing cadets go to the Hill cognizant of CAP’s tiny place in a very large federal budget. During a visit by the Indiana CAP delegation, Rep. Todd Rokita, a pilot and former CAP volunteer himself, presented cadets with the same dilemma he faces repeatedly, alerting them to the national debt clock displayed in his office and asking them from which federal programs they would reallocate funds to CAP. Cadet 2nd Lt. Martina Szabo did not hesitate, offering up a list of programs where she thought economies could be achieved.

“How old are you?” Rokita asked Szabo, 17 at the time. Then he turned to the senior members: “Where do you find these kids?”

This year Rokita met again with cadets from the Indiana Wing. “I had an insightful talk with the cadets and was impressed by the great ideas they had for solving the challenges facing our country. It was clear to me that they came better prepared than a significant number of my visitors,” he said.

The 2017 visit

This year the cadets called the shots, under the leadership of Cadet 1st Lt. Joshua Felty. A member of the Valparaiso Composite Squadron, where he has served in numerous roles

including cadet commander, Felty was part of the Indiana Wing’s delegation to D.C. last year and parlayed that into a summer internship in the office of Rep. Jackie Walorski. Now in his junior year at Valparaiso University, this year Felty served as Webb’s assistant, assigned to spearhead Leg Day preparations.

These officially started last August. During that time, Felty helped create an application process to screen cadet candidates, later participating in the interviews before forwarding a list to

impact the CAP program has on American youth and reminds them of the human element associated with budget requests.”

According to Webb, a main focus for the wing this year was to interest more Indiana legislators in joining CAP’s Congressional Squadron. Right now, only two of Indiana’s 11 U.S. legislators, both representatives and senators, are members.

As always, the day before the legislative visits, all CAP delegations

I had an insightful talk with the cadets and was impressed by the great ideas they had for solving the challenges facing our country. It was clear to me that they came better prepared than a significant number of my visitors.” – U.S. Rep. Todd Rokita

the Indiana Wing commander, Col. Philip Argenti, for final selection.

Once they were selected, Felty trained the cadets on how to go about scheduling meetings with their respective legislators’ offices, following up to troubleshoot any issues they had. While the varied nature of his Leg Day work was a challenge, it was also what made it “such a fun assignment,” he said.

As a former summer intern on the Hill, Felty was able to share extra perspectives with the cadets. “I would definitely encourage any of our cadets to participate in national Legislative Day,” he said. “In my opinion, it’s one of the most fun and rewarding ways they can give back to CAP. When our cadets talk about the positive influence CAP has had on their lives, it demonstrates to members of Congress the

attended a briefing conducted by John Swain, CAP’s director of government relations. The day after the visits, the Indiana Wing allows for some D.C. sightseeing, typically including the Smithsonian Air and Space Museum, Arlington Cemetery, the National Archives and at least two Capitol area monuments.

Cadets rock!

Webb expressed appreciation to the leadership of the Indiana Wing, formerly led by Col. Matthew Creed and now Argenti, for “letting me turn over so much of this to cadets,” viewing it as appropriate risk-taking that has paid big dividends.

Webb singled out Felty as “the real star for his outstanding work over the past year, which has resulted in a high-quality program.” ▲

CAP Commanders Visit Capitol Hill, Make Full Report to Congress

As CAP commanders and cadets crisscross the Capitol Complex on the way to meet with their elected officials on Capitol Hill, they walk past many historic buildings, including the U.S. Capitol, completed in 1800. Photo by Maj.

Robert Bowden, Great Lakes Region

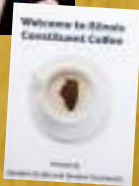


"I love it, said U.S. Rep. Stacey Plaskett, who represents the Virgin Islands' at-large congressional district, when Southeast Region Commander Col. Barry Melton presented her with a CAP Congressional Squadron membership certificate. "My husband was part of CAP in St. Croix, and he was very committed. So," she quipped, "my husband now has to salute me." Photo

by Maj. Robert Bowden, Great Lakes Region



U.S. Sens. Dick Durbin and Tammy Duckworth treated their supporters to an Illinois Constituent Coffee. Among the CAP members in attendance was Cadet Lt. Col. Jodie Gawthrop, who noted the need for additional funding to support critical missions, like those performed during tornado season. Durbin, inset, replied, "You do an important job." According to the National Weather



Cadets visit with Alabama Rep. Martha Roby in the hallway outside the House Chamber. Attending the impromptu meeting are Cadet 1st Lt. Lauryn Sharp, left, Cadet Capt. John Sharp, Cadet 1st Lt. Acacia Dickens and Cadet Capt. Matthew Bell. Roby expressed her support for CAP's missions and programs. Photo by Susan

Schneider, CAP National Headquarters



Service, 45 tornadoes swept through the Prairie State in 2016. Photo by Maj.

Robert Bowden, Great Lakes Region



Cadets play a critical role on Legislative Day, complementing the message of service and patriotism wing commanders bring to Congress. Here, Illinois Wing



U.S. Rep. Trent Kelly of Mississippi poses with Lt. Col. Edith Street after her wing commander's Legislative Day briefing. Photo by Susan Schneider, CAP

National Headquarters

members visit with former CAP cadet Rep. Adam Kinzinger, left. They are, from left, Wing Commander Col. Jerry Scherer, CAP Chief Operating Officer John Salvador, Cadet Lt. Col. Jodie Gawthrop, Lt. Col. Harold Damron, Cadet Lt. Col. Joshua Lambert and Cadet 1st Lt. Laivi Grossman. Photo by Susan Schneider,

CAP National Headquarters

Civic Leadership Academy

— *not your everyday field trip to Washington*

By Lt. Col. Brenda A. Reed

Each year cadets from across the nation descend on Washington, D.C., for a week of learning and opportunities most Americans will never experience. Some are making their first visit to the nation's capital, hoping to take in such iconic views as the Washington Monument and U.S. Capitol. Others are making a repeat trip — one offering exclusive visits to federal agencies and a chance to meet their congressional representatives.

Consisting of daytime briefings, unique tours and evening classes, Civil Air Patrol's Civic Leadership Academy isn't the run-of-the-mill national cadet special activity.

A solemn start

In the quiet of the morning on the first full day of CLA, 24 cadets head to Arlington National Cemetery. As they walk up the hill — headstones dotting the landscape as far as one can see — the cadets stop to pay respect and lay flowers at the grave of U.S. Air Force Col. Ray Bean, a former director of cadet programs at CAP National Headquarters at Maxwell Air Force Base, Alabama.

At the top of the hill, the cadets silently observe the honor guards at the Tomb of the Unknowns. Cadet



Col. Viviana Angelini of the Florida Wing and Cadet Capt. Samuel Cho of the California Wing are selected to represent the class in laying a wreath at the tomb. As the rest of the class tours the Tomb Guards Museum, Angelini and Cho are briefed on the procedures they must follow. As the bell strikes the top of the hour, they descend the steps alongside the honor guardsman, place the wreath at the tomb, and salute while taps is played.

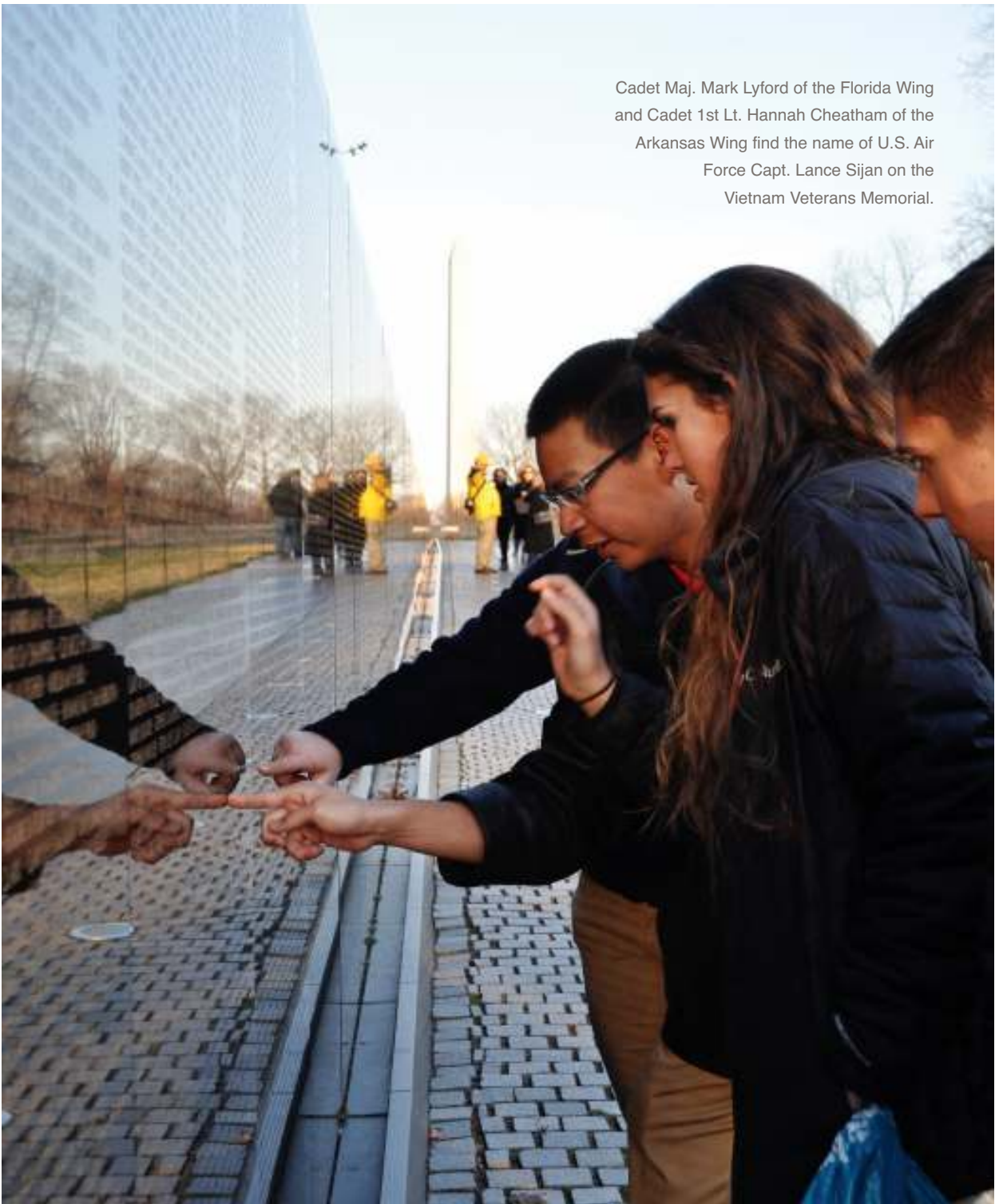
After the solemn ceremony, the cadets gather for a briefing with one of the honor guardsmen, who describes the selection, training and life of those who guard the tombs year-round. The visit to Arlington concludes with a

Cadet Col. Viviana Angelini of the Florida Wing and Cadet Capt. Samuel Cho of the California Wing listen to final instructions before placing a wreath at the Tomb of the Unknowns in Arlington National Cemetery. Photos by Lt. Col. Brenda A. Reed, Maryland Wing

visit to President John F. Kennedy's graveside and a stop at the Civil Air Patrol Memorial.

The day is young, and the cadets are just getting started in their week in Washington. After changing into their walking shoes, the CLA class heads to the Washington Mall, where visits to the Smithsonian Air & Space Museum

Cadet Maj. Mark Lyford of the Florida Wing and Cadet 1st Lt. Hannah Cheatham of the Arkansas Wing find the name of U.S. Air Force Capt. Lance Sijan on the Vietnam Veterans Memorial.



are followed by a walking tour of major monuments and buildings, including the Washington Monument and Lincoln Memorial.

Making history meaningful

Cadets bring differing history and experiences to the class. Cadet 1st Lt. Hannah Cheatham of the Arkansas

Wing recently read a book about U.S. Air Force Capt. Lance Sijan, a pilot captured and killed during the Vietnam War and awarded the Medal of



U.S. Air Force Lt. Gen. Kevin McLaughlin hosted an informal dinner at his home, where he shared advice on life, work and service.



Cadet Maj. Mark Lyford of the Florida Wing and Cadet Capt. Samuel Cho of the California Wing experiment with an Enigma machine at the National Cryptologic Museum.

Honor posthumously. Upon discovering she would be visiting the Vietnam Veterans Memorial, Cheatham was determined to find his name on the wall and to share his story with her CLA classmates.

“One of the most profound moments during my adventure with the Civic Leadership Academy was visiting the Vietnam Memorial,” Cheatham said. “Capt. Lance Sijan’s story was beyond inspiring, and seeing his name on the wall made it so much more real to me. I can never express my gratitude for our soldiers’ service and the opportunity to see his name engraved on such a beautiful memorial.”

In the weeks before CLA’s start, the cadets participated in two months of online coursework, reading the Constitution, becoming familiar with the legislature, pondering the impact of court cases such as *Marbury v. Madison* and reading the writings of government leaders. This foundation is built upon as the week progresses.

Briefings, interviews and tours

Cadets spend a day at the Supreme Court, watching as the justices listen

to arguments. Later the cadets have a private meeting with Supreme Court Justice Elena Kagan, who spent nearly an hour giving them a look inside the court and her former life as a university dean, as well as a bit of advice. Cho excitedly pondered the reaction he would get when he told his AP government teacher back home in California that he had the chance to speak with the justice.

During various museum visits, cadets view the original Constitution, Declaration of Independence and Bill of Rights at the U.S. Archives, take in the beauty and history of the U.S. Capitol, receive hands-on experience with an Enigma machine at the National Cryptologic Museum, learn about tools of the trade at the CIA Museum and tour the Smithsonian’s American History Museum, where they met up with CAP’s national historian, Col. Frank Blazich.

Over the course of the week, the cadets visit four agencies not found on the tourist maps: the National Security Agency, U.S. Cyber Command, CIA and the FBI’s training center. They listen to briefings from government officials, tour the facilities, lunch with escorts and agency employees and pick up gift-shop mementos.

While visiting U.S. Cyber Command at Fort Meade, Maryland, the cadets are briefed by Lt. Gen. Kevin McLaughlin, deputy commander, whose son is a CLA graduate. That evening, McLaughlin and his wife hosted the entire CLA class at their home for an informal dinner. The cadets enjoyed relaxing, eating sloppy joes and chatting with the couple about life, work and service.

In other briefings, cadets learn about opportunities for those interested in civil service and government

careers from agency recruiters. They're inspired by the internship and scholarship opportunities available. Throughout the week, they also are introduced to previous CLA graduates now serving throughout government.

Learning to advocate

One of the most anticipated days of the week is CAP's National Legislative Day, when CLA cadets join their wing

At the end of the day, they're all smiles as they share their success stories with each other and the CLA faculty.

The week is not all briefings and tours. Throughout their time together, the 24 cadets bond over experiences they'll keep with them. They laugh over pizza and ice cream. They follow each other on social media. They share stories from squadrons and encampments. And this year's class discovered



▲ The Civic Leadership Academy Class of 2017 stands on the steps of the U.S. Archives building in Washington, D.C.

commanders on Capitol Hill in meetings with their congressional leaders to discuss CAP, its missions and its needs. Each cadet is responsible for setting up an appointment with his/her legislators and coordinating the details with CLA faculty and their wing commanders.

Cadets begin preparing early in the CLA week with a visit from John Swain, CAP's national government affairs officer, who explains the CAP talking points and answers their questions. Each day the cadets spend time developing and rehearsing their "elevator speeches" as they gear up for their presentations. The morning of Legislative Day, some are nervous but excited to have an impact at the national level.

a passion for music and wowed staff and visitors alike with their *a capella* version of "The Star-Spangled Banner," performed in the hotel stairway, where the echoes magnified the beauty of their voices.

Civic Leadership Academy isn't just a field trip to the nation's capital. This annual opportunity of a lifetime for 24 of CAP's best cadets to experience the U.S. government is one they won't easily forget. As Cadet Maj. Jett Hawk of the Idaho Wing discovered, "If nothing else, CLA taught me that 'anything great is never easily attained.' The men and women who built this country built it with the sweat of their brow. Their sacrifice provided our freedoms today." ▲

Civic Leadership Academy Class of 2017

- Cadet Col. Vincent Allen, Ohio Wing
- Cadet Col. Viviana L. Angelini, Florida Wing
- Cadet Maj. Mathieu Q. Barron, Pennsylvania Wing
- Cadet 1st Lt. Hannah G. Cheatham, Arkansas Wing
- Cadet Capt. Samuel Cho, California Wing
- Cadet 2nd Lt. Sally Edmondson, Massachusetts Wing
- Cadet Col. Sabrina T. Fuller, Virginia Wing
- Cadet 2nd Lt. Laivi Y. Grossman, Illinois Wing
- Cadet Maj. Jett Hawk, Idaho Wing
- Cadet Maj. Lexie J. Higdon, Tennessee Wing
- Cadet 1st Lt. Rebecca A. Jensen, National Capital Wing
- Cadet Lt. Col. Nicole J. Khattar, California Wing
- Cadet Capt. Daniel A. Lisle, New Jersey Wing
- Cadet Maj. Mark P. Lyford, Florida Wing
- Cadet 1st Lt. Colton J. Mansfield, Utah Wing
- Cadet Capt. Tasha McKelvey, Wyoming Wing
- Cadet 1st Lt. Emily K. Miner, Utah Wing
- Cadet Lt. Col. Connor T. Quinn, Pennsylvania Wing
- Cadet Maj. Justin Ramey, Montana Wing
- Cadet Capt. Anna Selchow, Oregon Wing
- Cadet 2nd Lt. Samantha Rose Thompson, Pennsylvania Wing
- Cadet Lt. Col. Keith P. Trotochaud, Connecticut Wing
- Cadet Capt. Andrew T.G. Varnes, Arizona Wing
- Cadet 1st Lt. Joseph A. Wagner, New York Wing





Students at Antioch Elementary School in Crestview, Florida, balance a softball while demonstrating Bernoulli's principle — one of many fun activities involved in Civil Air Patrol's expanding Aerospace Connections in Education, or ACE, program.

CAP ACEs Program for Youth

By Sheila Pursglove

Sixth-graders launching straw rockets with kindergarteners and conducting satellite topography. Fifth-grade students graphing the stars and testing the forces of flight in a wind tunnel.

Second-graders doing micro-gravity physical fitness training. Fourth-graders teaching first-graders about air with parachutes, balloons and kites. Third-grade students designing a space station ... These hands-on STEM (science, technology, engineering and math) experiences are an integral part of CAP's ACE classrooms throughout the nation. As a result, the Aerospace Connections in Education program has grown by leaps and bounds since its inception in 2007 as an educational outreach initiative.

ACE for aces

"ACE symbolizes what our nation wants for future citizenry: to become the best of the best — aces," said Suzanne Mercer, ACE program manager at CAP National Headquarters.

"The need for schools to focus on STEM is guiding teachers to search for credible and relevant programs they easily integrate in their educational program," said Mercer, who credits this demand for the ACE program's steady growth.

First Lt. Tony Vining, a CAP squadron commander and aerospace education officer, or AEO, with the Indiana Wing's Fort Wayne Composite Squadron, is a weekly volunteer teacher at St. Aloysius Catholic School in Yoder, Indiana, the ACE program's 2016 School of the Year and home to the 2016 Student of the Year.

"I was familiar with ACE, and when the principal approached me about CAP volunteering at the school, I pitched the program to her," Vining said. "She was immediately excited, and we implemented it starting in 2014."

Honored as the 2016 ACE Teacher

of the Year, Vining appreciates the hands-on opportunities. "I can easily teach students about how an airplane or rocket works, but when they launch Fizzy Rockets and fly their gliders, they see concepts in action," he said. "Whenever I get out my 'Hands-On' box, the students light up because they know it's going to be a great day!"

Vining recently enjoyed a proud moment when he walked by a third- and fourth-grade class learning about space. When a third-grader named the planets, and the teacher asked where he had learned that, the boy replied, "Lt. Vining taught that in ACE class!"

Vining also introduces CAP cadets to the students and tells them how they can become cadets when they get older.

Dr. Rossana Chiarella said adapting the ACE program into the regular curriculum fills lessons with excitement. Chiarella, a CAP aerospace education member since 2014, is an S-STEM Club coach and Space Foundation

teacher liaison officer at Palm Springs North Elementary in Hialeah, Florida. "Students' reinforced interest and achievements are the best reward," she said.

Teachers and parents join in outdoor activities, such as launching rockets, with the support of CAP Opa-Locka Cadet Squadron 464 and enjoy lectures at monthly Parents' Nights.

Chiarella, who recently received a Hispanic Elementary Excellence in Education Award from the state of Florida, recalled a two-year student in the Space STEM club who plans to join a CAP squadron — and eventually become a pilot. "What better success story is that for the future of CAP youth development programs — and the workforce of tomorrow?" she asked.

Fifth-grade teacher Brian Johnston at Friendship Elementary School in Buford, Georgia, learned about CAP's AE program when his children joined CAP in 2015. He then joined as a squadron AEO and learned about the

About the ACE Program

The ACE program is supported by the Air Force Association and by dedicated CAP adult and cadet members nationwide. The program provides 21 lesson plans for each of the K-6

grade levels, covering character, physical fitness and academics, which are designed to promote interest in aviation and space as well as opportunities to connect community volunteers with classroom teachers. Lesson plans are easy to integrate, modify and incorporate into any learning environment. CAP's 26,772 ACE students work with over 400 educators in classrooms, home schools, youth organizations, museums and after-school programs in the U.S., Puerto Rico and Department of Defense schools. AFA and CAP provide exciting and relevant STEM professional development opportunities for these educators.

	2014	2015	2016
Students	11,850	19,323	26,772
Teachers	157	328	429
Schools	89	128	186
States	28	31	38



As part of their ACE studies, fourth-grade students at Maxwell Air Force Base Elementary/Middle School in Alabama work to make their Platform Lifter rise to new heights.

Kate Watson's University Avenue ACEs in Minnesota learn about aerospace during an airport visit.



K-12th grade aerospace education member program, which includes the free ACE and STEM Kit programs.

Free programs

“When I tell teachers about CAP’s free programs for educators, they’re amazed this is out there and they’ve never heard of it,” Johnston said. “Teachers spend a lot of personal money to supplement lessons, but with CAP’s programs they’re able to integrate exciting STEM kits and curriculum they could never afford on their own.” Johnston introduced the ACE program to his entire school this year, and every child is able to participate.

A CAP educator as well as AEO and deputy commander of cadets for the Georgia Wing’s Barrow-Jackson

Composite Squadron who also has taught AE classes at wing encampments, Johnston receives positive feedback from parents of children both in CAP and in school. “They are pleased to see their children learning innovative concepts, like programming,” he said.

In 2011 an elementary school in Minnesota’s Anoka Hennepin School District became University Avenue Aerospace Children’s Engineering and Science Elementary, a/k/a University Avenue ACES. All K-5 teachers are CAP ACE instructors. “This has resulted in pretty neat experiences, like CAP teacher flights and valuable additional STEM resources,” said Kate Watson, curriculum integration

coordinator and CAP’s 2014 National ACE Coordinator of the Year.

Each grade level has its own area of exploration, such as aviation, aerospace engineering and experimental aircraft, and each is supported by local volunteer subject-matter experts and the wide array of lessons and STEM materials provided by CAP.

The ACE program provides a solid foundation and road map, Watson said. “The cross-curricular, interactive

lessons are a great way to reinforce skills and fit well with grade level curriculum standards,” she said. “The lessons are well laid out and integrate both physical fitness and character education lessons with the academic content.

“It’s not always easy to find the right programs and associated

professional development for a K-5 aerospace school. We’re so thankful and appreciative to CAP and the ACE program for not only giving us amazing free resources, but also lending support when we have questions or need guidance. CAP has helped our school reach out to other local resources to enrich our aerospace program.”

Since the Air Force Association is the presenting sponsor for the ACE program throughout the nation, CAP connected the University Avenue school to the local AFA Rawlings Chapter, which donated colorful CAP/AFA ACE shirts to the school

“Our school, Phoenix Ranch, did not have any aerospace education at all. As a first-year science teacher I had the opportunity to attend a conference where I was introduced to CAP and have used it ever since. Last year I introduced it to the remainder of the elementary school classes. Now our entire elementary is an ACE school! Thanks so much for an amazing program!”

— Catherine Grimes,
Phoenix Ranch School,
Simi Valley, California
2013 National ACE Coordinator
of the Year

“It has been very evident at Antioch that the ACE program and our PITSCO science lab have helped raise science scores in the upper elementary level on DEA testing, state testing and academic testing.”

— Laura Pink,
Antioch Elementary,
Crestview, Florida
2014 National ACE Teacher
of the Year

“As a school librarian, I have seen how this exciting STEM program has increased interest in reading in the content areas. Due to the entire school’s interest in the ACE program, we launch rockets, have a robotics club and are starting a computer coding club!”

— Suzanne Costner,
Fairview Elementary School,
Maryville, Tennessee
2015 National ACE Teacher
and School of the Year

and provided speakers for a special ACE award day. “In the thank-you notes written to the AFA, a fourth-grade girl wrote: ‘Thank you for the shirt. Now I feel like I belong,’” Watson said. “I don’t think a day goes by when at least a few students, or staff, aren’t proudly wearing their ACE shirts.”

ACE Days

CAP and AFA representatives participate in three special “ACE Days” each year. Cadets and senior members from the local CAP squadron visit the school, help with airport field trips and host a picnic to give teachers a firsthand look at new aerospace activities and opportunities for their

upper-grade students.

Last year, Home Depot donated wooden airplane building kits to second-graders. “If you can imagine over 100 8-year-olds hammering together planes in their ACE shirts, it was quite an experience!” Watson said.

This year’s aerospace events include presentations from meteorologist Belinda Jensen; a Black Hawk pilot; the Raptor Center with an eagle and a hawk; Mad Science; the Jackson Middle School Observatory; wearable technology; a navigator from the 133rd Airlift Wing Minnesota Air National Guard; and pilot Chuck Datko, who flies and organizes T-6 Thunder flyovers and who worked

on NASA’s Apollo missions.

What makes these schools stand out as stellar examples of the efficacy of the ACE program for the over 25,000 ACE students nationwide? Collaboration.

What is contributing to the impressive annual growth of the ACE program? Cooperation.

What invigorates over 90 percent of ACE teachers to continue the program? Credibility.

The “ACE is high” due to the dedicated work of a credible, collaborative, cooperative team of educators, CAP members and AFA chapters across the nation. Together each *does* accomplish more! ▲

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Calling All CAP Pilots!

Flight academies looking to add more instructor pilots

By Jennifer Gerhardt



Following his solo at the Texas Wing Shirley Martin Powered Flight Academy, a cadet is doused with buckets of water — part of the tradition of becoming a pilot.

Photo by Maj. Monica Corley, Texas Wing

After soloing last summer at the Shirley Martin Powered Flight Academy in Nacogdoches, Texas, Cadet Chief Master Sgt. Sarah Moberley knows the importance of Civil Air Patrol's instructor pilots.

One day, she'd like to be one.

"I think it would be an honor to be a CAP flight instructor," said Moberley, a member of the Texas Wing's Randolph Composite Squadron. "It would be cool to help another cadet learn the basics of flight and to teach them to love the mission as much as I do. Flying is the greatest activity, and to see another cadet fall in love with it would be a heartwarming experience."

Teaching new aviators is essential to CAP's diverse aviation and ground services mission. Right now, however, instructor pilots are in high demand and more are needed.

One reason for the shortage is the large amount of time required to be an instructor pilot. The second biggest potential reason: Fliers aren't aware of the opportunity to be an instructor pilot for CAP, said Wendy Hamilton, National Headquarters' program manager for cadet activities.

CAP instructor pilots, known as IPs, come from a variety of backgrounds: Some are former military pilots, others are airline pilots and some are CAP senior members with hundreds of hours of flying experience.

Col. Rand Woodward, an Air Force C-130 aircraft commander in the 1970s, retired two years ago as a Boeing 737 captain. A member of the Utah Wing's Salt Lake Senior Squadron, he has been a CAP instructor pilot and check pilot examiner at

the Shirley Martin Powered Flight Academy for the past 16 years.

"A good IP must have strong knowledge and experience in varied flying situations," Woodward said, "but also patience! A good IP must be a psychologist sometimes, and everything should relate to safety. There is no more rewarding and fun job in CAP than teaching cadets how to fly and solo."

Moberley would agree. She had two instructor pilots during her time at the flight academy. After the first instructor hurt his back, she turned to Lt. Col. Bob McDonnell, a member of the Louisiana Wing's Green Flag East Flight.

"I am more of a visual learner, and Lt. Col. McDonnell was able to sense that," Moberley said. "He came up

with ways of explanation that actually made sense to me, and it helped me learn and retain the information quicker. By the end of the week, I was able to do the precheck by memory."

Col. Robert Todd, a participant at the national flight academies in Fremont, Nebraska, has been a pilot for 59 years, a certified flight instructor for 46 years and an instructor pilot for CAP for the past 16 years.

"A good instructor pilot has patience and understanding but also knows the aircraft and its limitations," said Todd, who belongs to the Nebraska Wing's Burke High School Cadet Squadron. "The best part of being an IP is working with cadets who are extremely motivated to be the best, and then wanting to prove it to you."

Civil Air Patrol generally works



Cadet Chief Master Sgt. Sarah Moberley takes flight over Nacogdoches during the Texas Wing's 2016 flight academy. Moberley, a member of the wing's Randolph Composite Squadron, was one of many cadets who soloed last summer. Photo by Maj. Danny Graham, Texas Wing

"The best part of being an IP is working with cadets who are extremely motivated to be the best, and then wanting to prove it to you." – Col. Robert Todd, a certified flight instructor for nearly 50 years

2017 Flight Academies

Texas Wing Shirley Martin Powered Flight Academy
Nacogdoches, Texas
June 2-10

Illinois Wing Lt. Col. Raymond Johnson Flight Academy
(Balloon, Glider and Powered)
Mattoon, Illinois
June 9-24

Great Lakes Region Powered Flight Academy
Oshkosh, Wisconsin
June 9-19

North Central Region Powered Flight Academy
Fremont, Nebraska
June 15-29

Southwest Region Powered Flight Academy
Shawnee, Oklahoma
June 16-25

Northeast Region Glider Flight Academy
Fredericksburg, Pennsylvania
June 24-July 2

Great Lakes Region Glider Flight Academy
Mattoon, Illinois
June 25-July 1

Northeast Region Powered Flight Academy
Old Town, Maine
June 30-July 8

Middle East Region Col. Roland Butler Powered Flight Academy
Blackstone, Virginia
July 1-9

Southeast Region Glider Flight Academy
Tullahoma, Tennessee
July 8-15

Texas Wing Glider Flight Academy (South)
Waller, Texas
July 9-19

North Central Region Joint Flight Academy
(Glider and Powered)
Mankato, Minnesota
July 14-22

Northeast Region Glider Flight Academy
(Week 1)
Springfield, Vermont
July 29-Aug. 6

Northeast Region Glider Flight Academy
(Week 2)
Springfield, Vermont
Aug. 12-20



Cadet Maj. James Hildebrand celebrates with his flight instructor, Lt. Col. Tom McGrath, shortly after his solo at the Col. Roland Butler Powered Flight Academy at Fort Pickett, Virginia. Photo by Col. Jane Davies,

National Capital Wing

with three categories of pilots. The first is senior members who recently finished primary flight training and have a low number of flying hours. The second is former pilots who have quite a bit of experience but haven't flown in a long time. The third category is CAP cadets pursuing their private pilot's certificates.

"It is an incredible commitment, both for the cadet and the instructor," said Lt. Col. Tom McGrath, who became a pilot in 1973 when one of his SEAL platoon members talked him into trying it. "An average flight takes at least half a day, even though the actual flight time might only be an hour and a half or so. The ground training, preflight briefing, filing of flight plans, getting and evaluating weather data, preflight of the airplane, refueling and post-flight of the airplane and student pilot all take longer than you would think."

After the flight academy, the bond between instructor pilot and cadet is

long-lasting. Lt. Col. Tom McGrath looks on as Cadet Maj. James Hildebrand goes through his preflight check at the Col. Roland Butler Powered Flight Academy. Both student and flight instructor are members of the National Capital Wing.

Photo by Col. Jane Davies, National Capital Wing



long-lasting.

"McDonnell became a wonderful mentor for me, but also became an inspiration for the person I want to be one day," Moberley said.

The Civil Air Patrol flying mission has so many facets that training new pilots is critical to its continued success. CAP pilots fly reconnaissance missions for homeland security, search and rescue and disaster relief and sometimes transport medical personnel and supplies during emergencies.

Every instructor pilot must have civilian flying ratings, be a Federal Aviation Administration-certified flight instructor and complete and pass the CAP pilot flight evaluation for a particular aircraft, as well as have their medical and pilot certificates, a logbook and exam results.

Pilots interested in becoming IPs for Civil Air Patrol should contact one of the flight academies at www.capmembers.com. ▲

Two flight academies carry the names of longtime instructors

Two Civil Air Patrol flight academies recently have been renamed for long-serving members — the Shirley Martin Powered Flight Academy in Nacogdoches, Texas, and the Col. Roland Butler Powered Flight Academy at Fort Pickett, Virginia.

Shirley Martin was part of Cadet Programs in Texas for more than 20 years and had served in CAP since World War II.

Roland Butler was a member at the National Capital Wing from 1978-2002. He served in several positions within the wing, including flight instructor.

“Col. Butler was known by everyone in the Middle East Region,” said Col. Gene Hartman, activity director for the National Flight Academy renamed to honor Butler. “He was very active in all of the Civil Air Patrol activities regionwide and continued to support the academy until his passing.”

A third flight academy named after a CAP member is the Lt. Col. Raymond Johnson Flight Academy in Mattoon,



Cadets attending the 2016 Col. Roland Butler Powered Flight Academy go through their preflight routine. Photo by Col. Jane Davies, National Capital Wing

Illinois, which offers training in powered, glider and balloon flight.

The Johnson Flight Academy, founded in 1967, is CAP's oldest. It was named after Johnson, 91, who is still active in CAP as a member of the Arizona Wing.

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A Rare Family of Leaders

By Alex Jacks

Third member of New Jersey Rogacki family earns the Gen. Carl A. Spaatz Award



U.S. Army 1st Lt. Stasia Rogacki, left, CAP Cadet Col. John Rogacki and Army 1st Lt. Stephen Rogacki have all received the Gen. Carl A. Spaatz Award, the highest honor a CAP cadet can earn. Photo by 1st Lt. Keith Behrle, New Jersey Wing

Civil Air Patrol takes pride in molding young minds and developing some of the nation's top leaders in the United States. Most young people who pursue CAP activities do so with flying colors. Others, like the Rogacki siblings, surpass all expectations.

CAP Cadet Col. John Rogacki, 18, the youngest of the three Rogacki siblings, received the Gen. Carl A. Spaatz Award — the highest honor a CAP cadet can earn — in November. He followed his older brother, U.S. Army 1st Lt. Stephen Rogacki, 26, and sister, Army 1st Lt. Stasia Rogacki, 24, in earning the award as a member of the New Jersey

Wing's Curtiss-Wright Composite Squadron. He too plans to pursue a military career and is heading to West Point.

On average, only five cadets in every 1,000 earn the Spaatz award. Since its inception in 1964, CAP has presented the award to 2,091 cadets nationwide.

Upon receiving the award, each cadet is given a Spaatz number, said Lt. Col. JD Ellis, Spaatz Association vice president. John is Spaatz No. 2049, Stasia is No. 1740 and Stephen is No. 1736.

"Spaatz recipients have always been given a number on their certificate," Ellis said. "It allows you to gauge when someone received the award."

The Rogacki family is one of the few CAP families with more than one Spaatz, Ellis said.

"What they have done is pretty rare," he said. "There are probably no more than five families that have earned three Spaatz awards."

The Rogackis became involved with CAP in New Jersey after Stephen expressed interest in learning to fly, said Maj. Stan Rogacki, the Spaatz recipients' father.

"Stephen joined CAP in 2005, when he was in the eighth grade, with the encouragement of (retired U.S. Air Force) Lt. Col. Stephen Reithof," said Maj. Rogacki, who later became the Curtiss-Wright squadron's commander.

"We would not have known about CAP if it were not for him. Stasia joined not long after. She saw her brother coming home from meetings and how much fun he was having."

John followed in his brother's and sister's footsteps and joined CAP at 12, said their father.

Each sibling underwent the rigorous process necessary to complete the 16 achievements and four-part exam — consisting of a physical fitness test, an essay exam testing moral reasoning, a comprehensive written exam on leadership and a comprehensive written exam on aerospace education — to earn the Spaatz award.

While participating in Civil Air Patrol activities, cadets Stephen Rogacki and Stasia Rogacki attended a UH-1 “Huey” orientation flight at Quonset Air National Guard Base, Rhode Island, in April 2006. Photo courtesy of Maj. Stan Rogacki, New Jersey Wing



U.S. Army 1st Lt. Stasia Rogacki, left, CAP Maj. Stan Rogacki, CAP Cadet Col. John Rogacki, former CAP 2nd Lt. Elizabeth Rogacki and Army 1st Lt. Stephen Rogacki celebrated John’s Gen. Carl A. Spaatz award at a ceremony in November. Photo by 1st Lt. Keith Behrle, New Jersey Wing

“John and Stephen took approximately six years to complete the program,” Stan said. “Stasia took a little less time. She was the quickest. She was extremely focused on getting the next promotion throughout the program.”

Despite their different paces, Maj. Rogacki said each of his children personifies the definition of patriotism.

“They are all kind of quiet,” he said. “But they are all very patriotic in terms of serving their country. I credit that to parental influence from myself and my wife, Elizabeth, as well as their participation in CAP.”

Stephen, who serves as an Army cyber warfare officer, also credits his life’s success to his involvement in CAP.

“My time in CAP set a groundwork for leadership and character development that has carried through to my current role as a cyber warfare officer in the U.S. Army,” he said. “CAP helped me refine small unit leadership skills, communication skills and a moral base that are so vital to junior military leadership.”

Stasia agreed with her older brother. “Civil Air Patrol familiarized me with the standards, expectations and



Cadet Col. John Rogacki, left, rolls an American flag with the help of Cadet 1st Lt. Jordan Behrle during a 2016 Memorial Day ceremony.

Photo courtesy of Maj. Stan Rogacki, New Jersey Wing

customs and courtesies of the military,” she said. “This helped tremendously during my cadet basic training at the U.S. Military Academy.”

Each of the Rogacki siblings created their own story and path with the help of CAP and the Spaatz award,

their father said.

“I’m impressed and proud of the fact that they stayed with the CAP program and earned their Spaatz awards,” he said. “They would not be serving our country at this point if it was not for their CAP involvement.” ▲

Georgia Units Pitch In

By Jennifer S. Kornegay

CAP members gathered each morning to be briefed before starting out on the day's activities.

Photo by 2nd Lt. Amy Clark, Georgia Wing



Squadrons across Civil Air Patrol are no strangers to severe weather and the havoc it can wreak, but early 2017 brought the city of Albany and surrounding Dougherty County in south Georgia one of the worst storms in recent memory — a tornado that cut a 40-mile-long swath across the state and left devastation in its wake. Yet amid the rubble and debris, among those suffering and scared, CAP members from Georgia Wing Group 3 and the Albany Composite Squadron offered help and hope to their community.

Several major response efforts followed in the immediate aftermath of the storm that tore through the area on Jan. 22, said Lt. Col. Greg Frich, the Albany squadron's commander.

The first and most pressing was the search for a missing 2-year-old boy.

“When the squadron was activated, we were given the mission to provide disaster relief to the community, and we coordinated with Albany’s Emergency Operations Center,” he said. “Since we had a pre-existing relationship with the director, and he was aware of our capabilities, he knew we could handle the demanding issue of searching for the toddler.”


Several people were reported missing after the tornado, but Frich and his team were tasked with helping search at the trailer park where the young boy had disappeared. “It had been decimated,” he said.

In conjunction with local law enforcement, the CAP members

helped provide access to the boy’s family’s trailer, where the initial search was conducted, and then cleared a wider area for the continued search.

“The storm litter was 10 feet deep as far as the eye could see, and time was of the essence at that point,” Frich said. They slowly, carefully and methodically moved through the debris field for two full days before the formal search and rescue for the boy ended without success.

Despite the disheartening results, CAP members pushed forward. They had two other missions: general recovery and cleanup performed by ground teams and damage assessment photos taken by aerial teams. The imagery requests included collecting photos and data at a Proctor & Gamble Co.



Background: CAP cadets were some of the most dedicated assets in the relief missions in Albany, working long, hard hours and providing hope for their community. Photo by Lt. Col. Fredrick Broome, Georgia Wing

plant and a U.S. Marine Corps base in the area, both of which were hit hard.

“Two planes were dispatched for this mission which flew two missions each,” Frich said. “One took hundreds if not thousands of images of the storm path, while the second took dozens of photos of major impact areas like the plant and base. These aerial missions are really valuable to emergency management folks.”

Several of CAP’s own suffered property damage from the tornado, but they were out helping their neighbors. Col. Richard Greenwood, Georgia Wing commander and initial incident commander for the missions, described what he saw: “I have not seen devastation that bad since Hurricane Andrew in Florida,” Greenwood said. “Folks will be recovering for years to come. We had some members who lost their homes, but they didn’t hesitate to get out and work with the rest of us. It was a wonderful display of humankind helping each other.”

But one group of members seemed to stand out, and their efforts in particular resonated with many of the people affected. “Watching the cadets, the way people reacted to them and the gratitude shown, was amazing,” Greenwood said. “One older lady was just beside herself with appreciation for the assistance, especially from our cadets. It gives me hope for the future to see these cadets giving of themselves without expecting anything.”

First Lt. Savannah Frich echoed Greenwood. “Everyone is watching these kids in CAP uniform, working hard, working together, with such a level of professionalism, saying, ‘Who are these kids?’ It was a great chance to spread the CAP’s overall mission. It was exciting to see.”

*“We had some members who lost their homes, but they didn’t hesitate to get out and work with the rest of us.”
– Col. Richard Greenwood, Georgia Wing commander*



CAP members from the Albany Composite Squadron and Georgia Wing Group 3 were on-site as soon as possible in the aftermath of the storm to provide assistance in several ways. Photo by 2nd Lt. Amy Clark, Georgia Wing

And the cadets benefited, too. “For young people to see this devastation around them, it is almost earth-shattering for them,” she said. “It gave them a sense of purpose to be out there helping people, their friends and strangers, and to make a difference.”

Counting the missions in Albany after a smaller storm tore through the area on Jan. 6, CAP totaled some 428 working days of ground support, 12 hours of flying four sorties in two aircraft that captured more than 700 photos, and 102 members deployed to the Albany area. Their efforts included significant support to families in 48 homes.

As it often does, CAP worked alongside other organizations and volunteers to get the work done. “We had a lot of other partners working with us, like Billy Graham Ministries, Samaritan’s Purse and people from local churches,” Frich said. “The teamwork and unity across the board was great.”

Greenwood stressed the same point: “From the cadets to our senior members, everyone was working together toward one goal, getting the community back on its feet,” he said. “I’ve been a member for 30 years, and this kind of stuff is what makes CAP what it is.” ▲



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Civil Air Patrol chaplain

By 1st Lt. Tracy Loftis

Not long after Civil Air Patrol's 75th anniversary celebration, Lt. Col. Ivan Peacock, chaplain of the Sumner County Cadet Squadron in Gallatin, Tennessee, observed a huge milestone of his own. Peacock celebrated his 100th birthday on Jan. 9.

The Sumner County squadron brought friends, family, members of the community and current and former Civil Air Patrol members together two days later, on Jan. 11, to join in his celebration. Guests included Gallatin Mayor Paige Brown, country singer/songwriter Ben Cesare, members of the Gallatin Chapter of the American Legion and CAP's Southeast Region commander, Col. Barry Melton, and Southeast Region chaplain, Lt. Col. Sergio Freeman.

The celebration at Sumner County Regional Airport, where the squadron meets each week, included a performance of the National Anthem and Cesare's rendition of Toby Keith's "American Soldier." Mayor Brown issued a proclamation in honor of Peacock's special day, and Melton presented a plaque on behalf of CAP. A reception was held in Peacock's honor after the ceremony.

Peacock's favorite part of being a CAP member is having the opportunity to teach young people and to guide them in their own paths of growth and development.

The CAP centenarian has been an active member for more than two decades.

celebrates 100 years

Peacock joined CAP at 79 and continues to serve his squadron and community with dedication. He regularly attends Sumner County squadron meetings, opening and closing each meeting with prayer, and oversees the monthly character development lessons for the unit's 16 cadets.

"I've always liked teaching young people," he said.

He also serves his community through the Seventh-day Adventist Church and as a volunteer at his local library. In addition, he is involved in SilverSneakers, a fitness program that encourages older adults to stay active.

Until just a few years ago, Peacock actively participated in physical training days alongside the cadets. His favorite part of being a CAP member is having the opportunity to teach young people and to guide them in their own paths of growth and development.

Commitment to service has been a lifelong journey, beginning with Peacock's years in the U.S. Army during World War II. He was raised a Quaker and did not believe in committing violence, but he was still determined to serve his country. He did not carry a weapon, but he did serve on the medical team to care for wounded soldiers. He and another soldier were in charge of a medical tent in Australia and New Guinea.

After the war, Peacock continued his life of service through missionary work in Iran, Honduras, Thailand and Canada. He spent 10 years in Iran and was the head of that country's first physical therapy clinic. Eventually, circumstances led Peacock to Portland, Tennessee, where he and his family settled down and made their home and where he was led to the local CAP squadron. ▲

First Lt. Tracy Loftis serves as both public affairs officer and recruiting and retention officer for the Sumner County Cadet Squadron.



The Sumner County Cadet Squadron presented Lt. Col. Ivan Peacock with a cake commemorating his 100th birthday. The table included photos of Peacock, first as a private in the U.S. Army and now as a CAP chaplain.

Peacock shows off his 20-year CAP service award, presented by 1st Lt. Tracy Loftis.

AMELIA EARHART AWARD

How the CAP cadet achievement got its name



By Jennifer S. Kornegay

An air of mystery has long surrounded famed female aviator Amelia Earhart after the pioneering pilot and her plane disappeared in 1937 during her attempt to fly around the world. But there's no disputing the exemplary accomplishments of the Civil Air Patrol cadets who earn the Amelia Earhart Award — only 5 percent ever obtain it. While no one can question their caliber, CAP recently found the answer to a conundrum related to the award's origins.

The search started with Col. Larry Trick, Middle East Region deputy chief of staff for mission support, after his conversation with the late Jack Sorenson, known as the father of the modern-day cadet program, at a conference in the early 2000s.

"Jack and I were talking about the cadet awards, and he was saying how they wanted one named after a woman. He said he and Gill Robb Wilson talked about a lot of different women in aviation, but then Wilson gave him a poem about Amelia Earhart. Jack said, 'Well, I guess we should name it after Amelia Earhart.' Wilson replied, 'Good choice!'"

Trick wondered why he'd never heard the story before; he was particularly interested in the poem Sorenson mentioned. Countless internet searches looking for it turned up nothing.

"I wanted to find it," he said, "but

when Jack told me about it, he was paraphrasing, and I was searching for it with his words, so they didn't turn up anything."

Then he stumbled on a poem about Earhart in the 1965 CAP cadet leadership manual. But it didn't list an author. "I felt sure this had to be the one Jack was talking about, but why didn't it have Wilson's name on it?" Trick said.

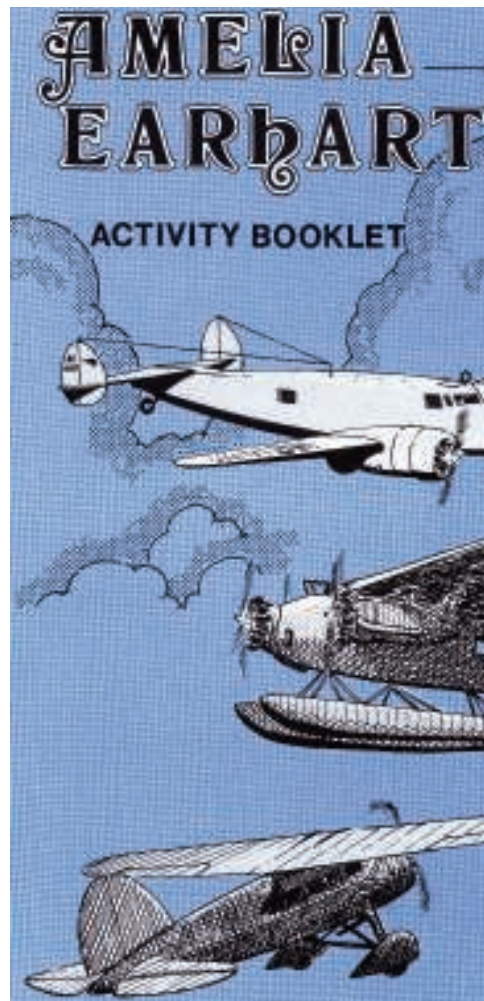
To find out for sure, he turned to Maj. Jill Paulson, Gill Robb Wilson's granddaughter and a CAP chaplain. She confirmed his suspicions.

"The poem is in my grandfather's book, 'Leaves from an Old Log,' that was published in the 1930s, so it had been published with his name before, just not in CAP works," she said.

Paulson told Trick that Wilson wrote it for the New Jersey branch of the women's aviation group The 99s, for the memorial service held for Earhart after she disappeared. "They asked him to be a part of the service, so he wrote a poem. He wrote many poems in his life," she said.

While Earhart was a beloved figure across the country, Wilson's admiration for her ran even deeper than the general public's — his was personal.

"He knew Amelia pretty well; the club of pilots and aviation folks was pretty small back then," Paulson said. "He always said he saw a drive in her, in her eyes, and that no one could



have deterred her from taking that final flight."

The same ambition and determination likely made her name, in Wilson's mind, the perfect one for an award that marks such a high level of achievement for a cadet.

The revelations about the award's background come at an opportune time. As CAP's cadet program celebrates 75 years in 2017, it's fitting that more light is shed on one of its most prestigious honors.

"I think it is really telling that CAP didn't even go a whole year from its founding before realizing how

Earhart award in the past. We will be highlighting many of these cadets this year leading up to the Oct. 1 anniversary of the cadet program."

To earn the Amelia Earhart Award and the grade of cadet captain, a cadet must complete a long list of promotion eligibility requirements, pass two comprehensive exams covering leader-

Amelia Earhart Award is a real accomplishment. It is the third milestone in the cadet program, and it is an extension of cadet leadership training," she said. "It shows they've come a long way in their leadership journey, but they're still not quite done."

Trick echoed Lee. "Earning the Earhart award is a big deal," he said.



AMELIA

*Somewhere a fin on a lazy sea
And a broken prop on a coral key,
Somewhere a dawn whose morning star
Must etch dim light on a broken spar,
Somewhere a twilight that cannot go
Till it kisses the surf with afterglow;
But here, only silence and weary eyes
And an empty hangar and empty skies.*

*Somewhere the toss of a tousled head
In the secret of the angels overhead,
Somewhere a smile that would never fade
As the score reversed in the game she played,
Somewhere a spirit whose course held true
To do the thing that it wished to do;
But here, only silence and weary eyes
And an empty hangar and empty skies.*

Gill Robb Wilson, 1938

This CAP activity booklet of word puzzles, math fun and secret codes deciphering teaches K-6 students about Amelia Earhart's early life and later flights.

important young people were to its mission and its future," said Joanna Lee, who manages CAP's cadet program educational initiatives. "Cadets today have such an incredible heritage, so many who've gone before them, including those who've earned the

ship theory and aerospace topics, write a staff duty analysis, complete the cadet physical fitness test, serve as a staff member and meet specific leadership expectations.

Lee stressed its significance and its place in the cadet program. "The

"Among other things, it qualifies a cadet to participate in the International Air Cadet Exchange, and that is one of the greatest opportunities that CAP offers cadets."

In his experience, the cadets who get the award go on to exemplify all it



Cadet Capt. Clare Porter of the National Capital Wing is promoted for earning Civil Air Patrol's Amelia Earhart Award in 2016. Col. Bruce Heinlein, left, and Chief Master Sgt. Denny Orcutt pin on her new shoulder insignia, earned by all CAP cadets who receive the award. More than a year after the presentation, Porter is now a cadet major, serving as cadet commander of the Mount Vernon Composite Squadron, which is based at Davison Army Airfield, Virginia. Photo by Lt. Col. Mark Patrick, National Capital Wing

represents. "A young lady who was a cadet with me went on to be the first female officer in the Navy to do a whole lot of things," Trick said. "She was really impressive. She retired a few years ago as a Navy captain. Many others have gone onto many significant careers as engineers, scientists, pilots, doctors and lawyers."

Trick also pointed to his surprise at the secret's longevity. "It's amazing that it took this long to get this story out," he said. "Wilson wrote the poem in 1937, the year of Earhart's death, so it is now 80 years later that we are confirming this."

But there's another mystery. Why was the poem not attributed to Wilson when it appeared in CAP literature?

Paulson offered a few possibilities. "There were other writings of his that don't bear his name, and some of it may just be a function of the time and of things getting lost through the years," she said.

"But he was a very humble, collaborative person. He often wrote that he was nothing special, but that he was simply born at the right time and right place with God's calling, and surrounded by great people. So, that's all I can guess, that he didn't want to take sole credit for much." ▲



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From 'Semper Vigilans' to 'Semper Fi'

With CAP in her back pocket,
the Marines are in her future

By Kristi Carr

CAP Chief Master Sgt. Katelen Van Aken settled on a military career while serving with the New Hampshire Wing's Seacoast Composite Squadron.

Photo courtesy of Julia Van Aken

At 5-foot-1 and not much more than 100 pounds soaking wet, Katelen Van Aken doesn't fit the stereotype of a U.S. Marine. But size and gender don't determine skill and grit.

CAP as springboard

Civil Air Patrol Lt. Col. John Washington, for one, is not surprised Van Aken is making a place for herself in the Marines. She is a cadet in the New Hampshire Wing's Seacoast Composite Squadron, which he commands.

"Katelen is always smiling," Washington said, "but as soon as it is time for CAP work, that smile disappears and she is all business. I think that is indicative of her self-discipline. She knows when to turn it on and when to turn it off. As the son of a former Marine, I am extremely proud of her accomplishments."

Focused on training for emergency services, Van Aken's CAP experiences included a marksmanship program with monthly trips to a local firing range, where she fell in love with the art and act of shooting, appreciating the patience and attention to detail required. "It's my happy place," she said.

Dovetailing with joining CAP in her early high school years, Van Aken increasingly focused on joining the military after graduation. "I just wanted to do more, and I wanted to serve my country," she said. Given CAP's connection to the U.S. Air Force, it was an obvious step for her to join the Air Force's Delayed Entry Program, a prelude to joining the Air Force after high school graduation.



Given her love of sharpshooting, it seems only appropriate CAP Chief Master Sgt. Katelen Van Aken, left, carries a rifle as part of her squadron's color guard. Photo courtesy of Julia Van Aken

"I may be small, but I've always been tough. In fact mental toughness is what drives physical toughness." – Katelen Van Aken

"Give me more!"

But even the direction provided by the Delayed Entry Program did not fully satisfy her, because the group met only once a month. She still wanted more. When a friend in a counterpart program for the Marines described that branch's more rigorous training schedule, Van Aken switched.

The Marines have groomed her ever since. When graduation from high school meant no more soccer or ice hockey to keep her physically fit, her recruiter stepped in, working with her on physical stamina and exercises until she was called to boot camp in the fall.

U.S. Marine Staff Sgt. James Ralstin said it was his duty to give recruits a level of skills that would make him comfortable serving alongside them. He made sure to present a hard look at Marine service, but this frank discussion with Van Aken only deepened her resolve.

Where the rubber meets the road

When Van Aken arrived at Parris Island, South Carolina, to begin Marine boot camp, she encountered many other female recruits. In her platoon alone, she noted 67 other women — 59 at the end.

Van Aken was determined she would be one of the boot camp survivors. "I may be small," she acknowledged, "but



Her U.S. Marine uniform symbolizes everything Pfc. Katelen Van Aken has worked so hard to attain.

Photo courtesy of the U.S. Marine Corps

I've always been tough." In fact, she said, "Mental toughness is what drives physical toughness."

For example, as boot camp progressed, the load each camper was expected to carry became increasingly heavy, up to 50 pounds — almost half Van Aken's body weight.

"No problem," she said.

What now?

Van Aken will serve in the Marines as a communications specialist. "I expect to be a field radio operator, attached to an infantry unit," she said.

At the prospect of an overseas assignment, her response was "cool!" At this point, she contemplates making the Marine Corps into a career and is looking forward to the opportunity to travel and experience other cultures.

All along her journey to military service, Van Aken has had the support of family, friends and mentors. Of course, she wouldn't allow anything less. "It's what I want to do, so that's the end of it," she said. "Everyone knew not to change my mind." ▲

Contributing to this story was a Dec. 14, 2016, U.S. Marine news article by Sgt. Zachary Scanlon and Staff Sgt. Jonathan Wright of the 1st Marine Corps District.





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