

CIVIL AIR PATROL

November-December 2007



Volunteer

Everyday Heroes of the U.S. Air Force Auxiliary

Search for Steve Fossett

*CAP's World-Class Effort Combines
High-Tech Tools, Dedicated Volunteers*



- In the Line of Duty
- International Spotlight
- CAP's Radar Sleuth

New for 2008!
Renew online for a chance to
win a Visa gift card.
Look for details on eServices.



Discover the Value of Civil Air Patrol!

The Civil Air Patrol offers challenging opportunities for youth 12-18 years old, chaplains, aerospace education enthusiasts and adults with an interest in homeland security, search and rescue, disaster relief and humanitarian missions. Leadership training, technical education and an opportunity to participate in aviation-related activities are just a few of the exciting benefits of community service and CAP membership.

Become a CAP volunteer! For more information, visit our Web site at www.cap.gov or call (800) FLY-2338.



INTEGRITY • VOLUNTEER SERVICE • EXCELLENCE • RESPECT

CIVIL AIR PATROL Volunteer

November-December 2007

FEATURES

2 The Ultimate Sacrifice

Three Lost in Crash Exemplified Service before Self

12 Freed by Flight

Former CNN Correspondent Learns to Love CAP

14 High Honor

Senior Member of the Year Brings CAP Olympian Effort

15 Legal Eagle

Cadet of the Year Prefers Law to Flight at Air Force Academy

16 Best-Kept Secret No Longer

Public Affairs Officer Academy Launches Bold New Era of Public Awareness

19 In Search of Steve Fossett

CAP Combs Thousands of Miles of Treacherous Terrain in Epic Hunt

26 All Eyes on CAP

High-Profile Search Makes World Take Note

28 A Modern-Day Explorer

Fossett Remembered As Celebrated Adventurer

30 Catching Waves

Expert Discusses Challenges, Hope of Radar Analyses

34 Radar Tracker

Colorado Resident's Expertise Helps Save Lives

36 Behind the Scenes

Volunteers from Various Backgrounds Vital to Search

39 Safe and Sound

Aircrew Plays Pivotal Role in Finding Missing Tyke

43 Rocky Mountain Rescue

Aircrew Finds Couple Lost in National Forest

47 Photographs and Memories

Pictorial History Book Tells Story of CAP's Early Years



47

A 1950s-era Steve Canyon comic book featured CAP and the Cadet Program. It is among hundreds of photos in CAP's 65th anniversary pictorial history book.

Attention, cadets!

The deadline for applying for 2008 CAP scholarships is Dec. 31.

See details on page 52.

DEPARTMENTS

8 From Your National Commander

10 National Headquarters Update

51 Achievements

53 Region News

SUBSCRIPTIONS

The annual subscription rate is \$25. To subscribe, mail a check to *Volunteer* Subscriptions, CAP Public Affairs, 105 S. Hansell St., Bldg. 714, Maxwell AFB, AL 36112-6332.

ON OUR COVER

Many Civil Air Patrol pilots like Lt. Col. John E. Mitchell (inset) of the Colorado Wing were involved in CAP's search for American adventurer Steve Fossett, who vanished on Labor Day during a solo flight in Nevada. Photo by 2nd Lt. Guy Loughridge.

Search for teen in Big Horn
Mountains ends in tragedy

The Ultimate Sacrifice

Three Wyoming Civil Air Patrol
members die in plane crash

By Steve Cox

Sheridan American Legion Post 7 members
look on as two Wyoming National Guard
Black Hawk helicopters from Cheyenne
participate in a fly-by during a memorial
service for CAP Sr. Mbr. James R. Meyer.



Photo courtesy of The Sheridan Press/
Michael Sullivan

They came from all walks of life, but they had much more in common than their untimely deaths.

Like their love of flying. And their compassion for people in need.

That's what Lt. Col. James H. Henderson, Capt. Patricia A. Larson and Sr. Mbr. James R. Meyer of the Civil Air Patrol's Wyoming Wing were doing that fateful Monday afternoon, combing the Big Horn Mountains in a CAP plane in search of a missing 16-year-old boy. Before their mission ended, their plane crashed in a remote canyon in the Dayton Gulch area of Bighorn National Park, killing all three.

Though they died suddenly, the members of this search and rescue aircrew live on through the memories of the many people they touched.

"(My husband) died doing what he really loved doing," said a tearful Terese Meyer at his memorial, held just six days before their fourth wedding anniversary.

A U.S. Army and Air Force veteran and Army National Guard helicopter pilot who served two years in the Middle East in support of Operation Iraqi Freedom, Meyer, 53, of Sheridan was a mission scanner aboard the 1980 Cessna 182R that crashed on Aug. 20. Larson, 52, also of Sheridan, was the mission observer. Henderson, 59, of Cowley, was piloting the plane.

'A shining example'

Henderson, a 37-year veteran of flying, was a self-employed businessman who spent much of his time carrying out the many missions of the Civil Air Patrol. He was known throughout the Wyoming Wing as a highly trained member involved in just about every aspect of CAP. He served as the Wyoming Wing's search and rescue, counterdrug and flight release officer; mission check and cadet orientation pilot; and search and rescue/drug demand reduction and transport mission pilot. He also served as the wing's moral leadership offi-

cer.

His CAP duties reflected the man, according to those who knew him.

"He died doing the two things he loved doing the most. He loved helping people, and he loved flying," said his friend Orville Moore, who manages the airport in Powell, Wyo., which is close to Henderson's home in Cowley.

His love of flying began when he was about 22 years old, according to Ret. U.S. Air Force Col. Ed Yeilding of Florence, Ala., who met Henderson during his college

years at the University of North Alabama.

At 23, Henderson began taking flying lessons from a World War II fighter pilot, Jack Romine. Yeilding would often accompany him on the instructional flights.

"Jim took Ed flying, and he was kind of taken with it," said Libby Harwell, Henderson's sister.

Yeilding later became an SR-71 Blackbird pilot in the Air Force, and enjoyed a 23-year military career.

Henderson, meanwhile, went into the Army and served for a time in the Reserves.

"He took pride in his uniform and service to his country," said Yeilding, who not surprised to learn about his friend's service in the Civil Air Patrol.

"He had a real strong faith. He was always interested in helping people," he said.

"Jim liked helping people probably almost as much as he liked flying," said Moore, who described Henderson as a devout, caring Christian.

"Our faith was a huge influence," said Jeanette



Lt. Col. James Henderson, center, accepts an award from Col. Bill Morton, left, former Wyoming Wing commander, and Maj. Gen. Dwight Wheless, former CAP national commander.

Henderson of Lansing, Mich., one of Henderson's three children. "He was a shining example for us. He instilled in me at a very young age to care and to serve."

'Everybody's best friend'

Larson, the wing's inspector general, had volunteered with the Civil Air Patrol for four years. Before she was named inspector general earlier this year, she served as commander of Cloud Peak Composite Squadron based in Sheridan.

A registered nurse, Larson worked for 20 years at Sheridan's VA Medical Center. She also worked part-time in home and hospice care for Memorial Hospital of Sheridan County.

"Patty was just an incredible, wonderful person. She was everybody's best friend," said Peggy Callantine, Memorial Hospital's nursing director.

Civil Air Patrol colleagues liked her, too.

"She was very easy to work with, very helpful, very self-disciplined," said Capt. Patricia Clark, commander of the Power River Composite Squadron, also based in northern Wyoming. The sister squadrons would often train together.

"Patty was always helping everyone," said Clark. "She was very knowledgeable for the time she was in CAP."

Clark said she and Larson had more in common than their work as CAP squadron commanders. Like Larson, whose husband died in 2001, Clark is a single woman, often taking care of chores around the house. On one occasion, Larson fell off a ladder and broke her leg, but it didn't seem to faze her.

"Her attitude about her leg made you smile," said Clark.

Larson was known for her smile, according to Lee Ingalls, manager of home care and hospice at Memorial Hospital. Ingalls said the smile was constant, even as Larson cared for homebound terminally ill patients.

"She gave us all the love she had," said Ingalls. "Everybody felt special, like they were the only person in her life."

A Tribute to Patty

Editor's Note: Steve Schlenker, Patricia Larson's boss at the VA Medical Center, delivered the eulogy at a special service at the hospital held the day after her memorial. He allowed *CAP Volunteer* to share an excerpt of her eulogy with its readers:

"After John's death Patty came to me and asked me about flying and taking flying lessons. I talked with her about my interest in flying and suggested she take an introductory flight.

"Patty took her first flying lesson and became a passionate supporter of general aviation.

"Just a few weeks ago, I asked Patty if she had completed her check ride. Patty told me she loved to take off and fly, but she said, 'I just don't like to land!'

"Patty's words struck me as peculiar at the time since the two most important functions of flying are taking off and landing.

"Today, I realize the significance of Patty's statement. She loved to take off and help people, give of herself and she never wanted to stop — or land."



Photo courtesy of The Sheridan Press/Sean Thompson

Capt. Patricia A. Larson, 52, shown in a two-year-old photo displayed at her memorial service, served as inspector general for the Wyoming Wing.

Terese Meyer, center, holds hands with daughters Heidi Meyer, left, and Taea Campbell during a memorial service for their husband, father and stepfather, James R. Meyer of Sheridan, Wyo. Meyer, a member of the Civil Air Patrol's Wyoming Wing, was killed when the Cessna he was flying in went down on Aug. 20 in a canyon in Bighorn National Park. He was part of a team searching for Keith Bellack of Gillette. Also killed in the crash were CAP members Capt. Patricia Larson of Sheridan and Lt. Col. James Henderson of Cowley.



Photo courtesy of The Sheridan Press/Sean Thompson

‘Looking out for someone else’

Meyer was the emergency services training and operations officer of Cloud Peak Composite Squadron. He had been a member of Civil Air Patrol for 3½ years.

For much of that time, he flew helicopters for Wyoming Life Flight in Casper, Wyo. At the time of his death, he was employed by Bighorn Airways of Sheridan.

Married to the former Terese Powers in Coeur d’Alene, Idaho, in 2003, Meyers had settled in Sheridan in recent years. He was active in the community, but never far from his family. He was the father of two sons and four daughters.

“Jim was the most wonderful man, and he gave the most positive energy to everyone,” said Terese Meyer. “He just loved life so much.”

Others remembered him as a caring man.

“He was always looking out for someone else,” said Bucky Marshall, husband of Meyer’s cousin Tracy Marshall. He said Meyer’s desire to help others with missing loved ones came from his own loss.

Meyer’s son, Christopher, was murdered in Illinois 12 years ago, he said.

“Typified by the way he died, he heard someone’s son was missing, and he went out looking for him,” said

Marshall. “That was Jim.”

At his memorial at Sheridan County Airport, two Black Hawk helicopters from the Wyoming National Guard glided by the Bighorn Airways hangar in tribute to Meyer and his love of flying. American Legion Post 7 members also performed military rites at the memorial.

The fly-by was a fitting tribute to Meyer, who, like Henderson and Larson, gave the ultimate sacrifice — his life.

Aware of the dangers

Although it was the first time the Wyoming Wing suffered a fatal crash during a search, the incident in the Big Horn Mountains highlighted the danger of the work.

Larson’s friend Peggy Callantine said Larson, like Henderson and Meyer, never hesitated. “She did it as often as she was asked,” Callantine said.

On the day of the crash, her boss at the VA Medical Center, fearful of her safety because of forest fires in the Big Horn Mountains, tried to talk her out of going on the search for the missing teen.

“She was bound and determined,” Callantine said. “There was a need and she was ready to go.”

Clark said, “You find whoever’s available. We spend a lot of time training for that.”

“These guys, without reservation, raised their hand and said, ‘I’ll go do it,’” said Col. Stanley Skrabut, commander of the Wyoming Wing.

Jeanette Henderson said her father knew the possible results outweighed the danger of flying in the Big Horn Mountains. “Obviously, there was a greater reward to what he was doing — saving a child,” she said.

An overdue CAP aircraft

The CAP crew departed Sheridan County Airport about 1:30 p.m. on Aug. 20 for a two-hour mission. When they failed to return on time, the Wyoming Wing incident commander, Capt. John Burkett, notified Air Force Rescue Coordination Center officials, and an overdue aircraft search was immediately initiated.

“That’s not unusual for search aircraft, especially when dealing with the terrain they were searching,” said Burkett. “But we were a little bit concerned.”

The last radio contact with the missing CAP plane was at 4 p.m. from a U.S. Forest Service helicopter that was working forest fires in the area.

The missing teen, found unhurt an hour after the radio contact, had been reported missing after he failed to return to his family’s camp after a day of fishing.

Shortly after the overdue aircraft search was initiated, the forest service reported seeing what appeared to be a new fire in the Dayton Gulch area where the missing CAP plane had been searching. The Forest Service called back 30 minutes later to report that plane debris had been found in the area of the new fire, which was close to the bottom of Lick Creek Canyon.

“My heart went up into my throat. It was at that time, in my mind, that I knew where my search crew was,” said Burkett.

Forest service aircraft extinguished the fire later that evening. The Sheridan County Search and Rescue Team arrived at the crash site and verified there were three victims.

Authorities returned to the crash site the next morning to confirm the identity of the downed aircraft and to remove the bodies.

“It took what seemed to be hours for that tail number to be confirmed,” said Burkett, referring to the call letters “N6109N” on the rear of the CAP search plane.

Devastating news

“It kind of shocked all of us,” said 1st Lt. John Todd, commander of the Cloud Peak squadron, who also worked the search.

“I was pretty much heartbroken,” said Skrabut. “The fact that I did know them, that was pretty tough, espe-

cially because I thought a lot of them.”

Todd and Skrabut were not alone. Many of the Wyoming Wing’s 240 members were devastated at the news.

“We go out there to search for others and volunteer our time, especially these three. And to become victims during a search — it’s just devastating,” said 1st Lt. Jeanne Stone-Hunter, public affairs officer for the Wyoming Wing.

In their grief, CAP members chose to focus on the accomplishments of their fallen comrades.

“Jim was instrumental in getting the units set up in the northern part of the state,” said Skrabut. “He was energetic and believed in the CAP mission.”

Earlier this year, Henderson received an award for giving orientation flights to 50 cadets from the ages of 13 to 18, no doubt influencing many of them like he did his college friend Ed Yeilding. “I know that’s not all he flew,” said Stone-Hunter. “That’s just the last 50 we could trace.”

Skrabut remembers Larson as “an absolute professional” and “a great commander” of the Cloud Peak squadron. “She always had a positive outlook on life. She was always interested in doing things right.”

Larson had been promoted to inspector general of the Wyoming Wing and was eager to get started. “She had just taken on the role and was getting ready for her first inspection,” he said.

Skrabut described Meyer as “a friendly guy” who was relatively new to the Civil Air Patrol but was taking on more responsibility after a recent job change.

“He seemed like a very giving person,” said Todd, his squadron commander.

Crash investigation

Two months after the deaths of their colleagues, members of the Wyoming Wing were still coping with their loss as the National Transportation Safety Board investigated the cause of the crash.

“We’re still here to fulfill our missions,” said Stone-Hunter. “We’re just trying to go on, doing what we do.”

David Bowling, regional director of the NTSB, said the investigation poses a challenge since the CAP Cessna



James H. Henderson

Profession: Business-Entrepreneur/Owner

Hometown: Cowley, Wyo.

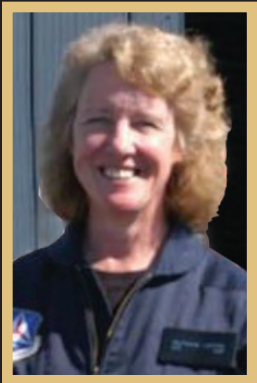
Joined CAP: April 27, 2001

CAP rank: Lieutenant Colonel

CAP duties: Search and Rescue, Counterdrug and Flight Release Officer; Mission Check, Cadet Orientation, Search and Rescue/Disaster Relief and Transport Mission Pilot; and Moral Leadership Instructor

Background: Retired from the active and reserve U.S. Army. Sworn into the Army in 1971 by Brig. Gen. George Patton III at Fort Knox, Ky. Served in Frankfurt, Germany, 3rd Armored Division. Served in the Persian Gulf War as an area officer for Asia and was

military attache in Nepal, 1994, for which he received the Defense Meritorious Service Medal. Graduated from Coffee High School in Florence, Ala., and attended Kodaikanal School in Kodaikanal, India; graduated from the University of North Alabama as an honor graduate in ROTC. Received a master of science degree from the University of Southern California.



Patricia A. Larson

Profession: Medical Instrument technician, VA Medical Center and registered nurse, Memorial Hospital of Sheridan County

Hometown: Sheridan, Wyo.

Joined CAP: Dec. 11, 2003

CAP rank: Captain

CAP duty: Inspector General

Home squadron: Cloud Peak Composite Squadron (former commander)

Background: Born June 30, 1955, in Sioux Falls, S.D. Graduated from high school in Colorado Springs, Colo. Studied ultrasound technology and worked at Parkview Hospital in Pueblo, Colo.

Married John Larson in 1980 in Colorado Springs. Moved to

Sheridan, Wyo., in 1983 to work at the VA Medical Center. Graduated from nursing school in 1991 in Sheridan as a registered nurse and continued to work at the VA Medical Center and as needed at Memorial Hospital, Home Care and Hospice.



James R. Meyer

Profession: Pilot

Hometown: Sheridan, Wyo.

Joined CAP: Feb. 3, 2004

CAP rank: Senior Member

CAP duties: Emergency Services Training Officer and Operations Officer

Home squadron: Cloud Peak Composite Squadron

Background: Born Oct. 21, 1953, in Kansas City, Kan. Grew up and attended school across the U.S., graduating from Morris Hills High School in New Jersey. Received his bachelor's degree from Radford University in Radford, Va., in 1977. Worked toward a master's degree at Radford before joining the U.S. Air Force. Served

in the U.S. Army and the Army National Guard in various locations as an Apache helicopter maintenance test pilot. Was site manager for DynCorp in Europe/The Netherlands from 1996 to 2000. Worked for Metro Aviation/North West MedStar in Spokane, Wash., as an emergency medical service pilot from 2000 to 2002. Went to the Middle East with the U.S. Army Reserve/DynCorp as a test pilot/instructor in support of Operation Iraqi Freedom from 2002 to 2004. Returned to the U.S. and flew for Wyoming Life Flight in Casper. Recently employed by Bighorn Airways of Sheridan.

182R was destroyed by fire and had no voice and data recorders. There also was no communication from the plane indicating any distress.

He said the investigation could take up to a year to complete.

"Without the final report, there's no reason to speculate," said Skrabut.

Celebrating a life of service

Meanwhile, friends and family of the three CAP members, like Steve Schlenker and Jeanette Henderson, take comfort in their service.

"Patty passionately believed in the Civil Air Patrol and ultimately gave her life for what she believed in," said Schlenker, Larson's boss at the VA Medical Center in Sheridan.

"He found his place," said Henderson of her father, who moved to Wyoming about 10 years ago following his divorce. "It was great to know about all the people he helped there, and that he was enjoying what he liked to do. He really liked to help people." ▲

The Sheridan Press, the Powell Tribune, the Jackson Hole Star-Tribune and The Associated Press contributed to this report.



After nearly three decades of service in the Civil Air Patrol, it is especially gratifying to join members nationwide in shaping the future during one of the most progressive eras in the organization's 66-year history. Through the efforts of previous leadership and our cadre of devoted members, CAP has a strong foundation upon which to build.

CAP recently took part in one of the most intensive searches for a missing aircraft in modern history. Members of eight wings scoured 22,000 square miles of one of the nation's most treacherous terrains in search of aviation adventurer Steve Fossett. The mission, which captured the imagination of the world, is extensively chronicled in this issue of *Civil Air Patrol Volunteer*. I salute the CAP members from the Nevada, California, Utah, Idaho, Oregon, Colorado, New Mexico and Texas wings — a total of more than 100 dedicated professionals — who devoted more than 17,000 man-hours (the equivalent of more than 2,000 man-days) in the air and on the ground. They were supported by dozens more in CAP nationally and at CAP National Headquarters, who worked tirelessly to ensure the mission's safe conclusion.

This issue also pays tribute to three Wyoming Wing members — Lt. Col. James H. Henderson, Capt. Patricia A. Larson and Sr. Mbr. James R. Meyer — who perished in a plane crash during a search mission for a 16-year-old fisherman. While CAP members nationwide mourn the loss of our comrades, we salute their commitment to service before self, qualities which each of them exemplified in their service to CAP.

Though most people associate CAP with search and rescue, our multifaceted organization also promotes aerospace education through partnerships with educators nationwide, and annually nurtures the leadership skills of more than 23,000 youth who participate in our Cadet Program. CAP's pilot Junior Cadet Program for elementary students holds the potential of expanding our reach to include youth of all ages nationwide.

Our all-volunteer organization fully equips its members for every mission through top-notch professional development opportunities offered throughout the year at the unit, wing, region and national levels. An excellent example is National Staff College, which drew 97 adult CAP members to CAP National Headquarters at Maxwell Air Force Base, Ala., for a week of elite leadership development covering such executive-level topics as group dynamics, interpersonal communications, strategic planning and executive management of resources. Another recent training program helped prepare CAP aerospace education members to inspire a new generation of young scholars, engineers and explorers.

The important work of CAP members is supported by an outstanding group of professionals at CAP National Headquarters and CAP-USAF, all of whom routinely exceed expectations in service to members. In fact, the CAP National Headquarters Public Affairs staff was recently honored by its regional and state public relations peers with several prestigious awards, including first-place honors for CAP's 2006 Annual Report to Congress. Kudos to everyone in NHQ PA for this much-deserved recognition.

We are all working together toward a common goal — exemplary community service to America. An exciting agenda of opportunities awaits our 57,000 members, and they are prepared to serve.

Always vigilant!

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

Brig. Gen. Amy S. Courter
Interim CAP National Commander



Photo by Susan Robertson, CAP National Headquarters

Lt. Col. Todd Engelman of Georgia Wing headquarters, left; Maj. Jim Shaw, assistant national historian; Interim National Commander Brig. Gen. Amy S. Courter; and National Chief of Staff Col. Reggie Chitwood flank the CAP member-funded Civil Air Patrol Memorial. Shaw, who conceived the display, etched the glasswork on the memorial, and Engelman constructed the metal base. The memorial, which honors members who died while serving Civil Air Patrol, will be displayed at CAP National Headquarters at Maxwell Air Force Base, Ala.

EDITORIAL STAFF

CIVIL AIR PATROL
INTERIM NATIONAL COMMANDER
Brig. Gen. Amy S. Courter

EXECUTIVE DIRECTOR
Don R. Rowland

MANAGING EDITOR
Julie M. DeBardelaben

ASSOCIATE EDITOR
Steve Cox

GRAPHIC DESIGNER
Barb Pribulick

STAFF WRITER
Neil Probst

STAFF PHOTOGRAPHER
Susan Robertson

CONTRIBUTING WRITERS
Dan Bailey, Anne Bradshaw, Donna Harris,
Capt. Brian Smiley and Kimberly L. Wright

ADVISORY COMMITTEE

Col. Virginia Keller
Director, Public Affairs

Maj. Dennis Murray
Public Affairs Officer, Maine Wing

Capt. Paige Joyner
Public Affairs Officer, Georgia Wing

Cadet Kristin Ruesch
Chair, National Cadet Advisory Council

Drew Stetekee
Executive Director, CAP Historical Foundation



Photo by Lt. Col. Don Winkler, Wisconsin Wing

Deputy Adjutant General for Wisconsin Air National Guard Brig. Gen. Gerald Olesen, center, Wisconsin Emergency Management Fire Service Coordinator Keith Tveit, second from right, and State Adjutant General of the Wisconsin Army National Guard Maj. Gen. Al Wilkening, right, were recently introduced to CAP's technology used to support their organizations. Capt. Mikael Asfoor, left, and Maj. Harold Moe, second from left, both of the Wisconsin Wing, demonstrated CAP's satellite-transmitted digital imaging system and ARCHER, a hyperspectral-imaging system that uses spectral signatures to detect and pinpoint an object or multiple objects on the ground that might not be visible to the human eye.

ON THE WEB

Go to www.cap.gov daily for squadron and wing news.

Civil Air Patrol Volunteer is published bimonthly by the Civil Air Patrol, a private, charitable, benevolent corporation and auxiliary of the U.S. Air Force. Please send all correspondence to Public Affairs, 105 S. Hansell St., Bldg. 714, Maxwell AFB, AL 36112-6332, telephone 877-227-9142, ext. 254, e-mail: paa@capnhq.gov. Opinions expressed herein do not necessarily represent those of CAP or the U.S. Air Force. *Civil Air Patrol Volunteer* welcomes manuscripts and photographs; however, CAP reserves the right to edit or condense materials submitted and to publish articles as content warrants and space permits.

CIVIL AIR PATROL volunteer



For more than 60 years, the Civil Air Patrol has enriched the lives of generations of young Americans through the Cadet Program, which nurtures leadership skills in youth 12-20 years old in traditional squadron settings.

Thanks to CAP's new School Enrichment Program, the Cadet Program also has become an integral part of school curricula across the nation, and the results have been impressive. Parents are moving to communities where the program is offered, and waiting lists to enroll exist in some areas. The reasons are simple: Our cadets are self-assured, highly motivated youth who spend their free time pursuing community service and leadership training through CAP. School administrators also sing the praises of the program, which positively affects students' attendance, attitudes and grades.

Based on the School Enrichment Program's success, CAP has expanded its character-building curriculum to include elementary students. Twenty schools across the country — some 300 teachers and 7,000 students — are field-testing the Junior Cadet Program this fall.

Here are a few reasons why this program should excite you:

- It emphasizes character education, academics with an aerospace emphasis, leadership opportunities, parental involvement and physical fitness.
- The flexible curriculum fits a variety of educational settings — public, private, parochial and home-school.
- Included are 24 national standards-based lesson plans per grade level, designed for 30-minute blocks in any area of the curriculum, which supplement lessons teachers are already teaching.
- Materials for hands-on activities are provided at a low cost or no cost to participants.
- Teachers report higher student achievement and less absenteeism in the middle to high school programs.

Our volunteers are helping build a brighter tomorrow for students and for our future society. I encourage the readers of *Civil Air Patrol Volunteer*, who have come to know us so well through this magazine, to get a three-dimensional view of our organization. Attend a local squadron meeting, and see how you can make a difference in your community.

Don Rowland

A handwritten signature of Don Rowland in black ink. The signature is stylized and cursive, matching the printed name above it.

Executive Director

Scenes from '07 National Board Meeting

Photos by Susan Robertson, CAP National Headquarters



Wyoming Wing Commander Col. Stanley Skrabut raises his voting card during the discussion of agenda items during the National Board meeting. The board considered 20 action items during the meeting.

Lt. Col. Jett Mayhew of the Middle East Region, right, national volunteer director of drug demand reduction and Honor Guard Academy director, is greeted by Civil Air Patrol Interim National Commander Brig. Gen. Amy S. Courter during CAP's National Board and Annual Conference. Mayhew was among 650 CAP cadet and senior members in attendance.



Nine-month-old Warren Jowers, sporting a Vanguard CAP pin, takes in his first National Board meeting in Atlanta. Warren attended the conference with his parents, 1st Lt. Dewey Jowers and 2nd Lt. Carrie Jowers, both members of Douglas Composite Squadron, Georgia Wing.



Civil Air Patrol Interim National Commander Brig. Gen. Amy S. Courter presents Pat Sullivan of Cessna Aircraft Co. with a photograph of a CAP aircraft flying above the Statue of Liberty. CAP owns America's largest fleet of Cessnas.

WINGS OF PATRIOTISM

From Civil Air Patrol reporter to CAP member

By Neil Probst

Jonathan Freed, a former CNN correspondent and now State Farm Insurance national spokesman, decided to learn to fly while getting bumped around by winds in a Canadair

Regional Jet a few years ago. Luckily for Civil Air Patrol, Freed's next step was to take flying lessons. Thus began his acquaintance with CAP when he flew Cessnas, CAP's signature airplane.

"The more I learned about CAP and the commitment you make — and keep — the more I thought people should know about what you do," he told participants during the National Board banquet.

When he answered a call from CNN to report homeland security stories, he was in the air again in a CAP GA8 Airvan on a homeland security mission with Air Force fighters rocketing alongside him and CAP pilot Col. Rock Palermo.

Freed said his coverage of the CAP homeland security exercise seemingly aired more than any story he produced while employed with the media giant.

"I think the story was successful because it's a tale of personal, selfless sacrifice by people like you," said Freed, pausing for a moment for a huge round of applause.

Freed tapped the patriotism inherent in the audience when he spoke of CAP's increased relevance following 9/11 and of how he's taught his children the meaning of

Photo by Susan Robertson
CAP National Headquarters



Jonathan Freed, former CNN correspondent and current State Farm Insurance spokesperson, commended CAP members during his keynote address for not only "enriching yourselves but also giving back to your families, friends and neighbors." At the conclusion of his remarks, he was presented a national patron membership in CAP by Interim National Commander Brig. Gen. Amy S. Courter.

"I know you understand what it means to be there for people when it counts. That's CAP's mission, and you know it resonates beyond your squadrons, wings and regions. The people whose lives you touch will always remember you were there for them."

— Jonathan Freed

love of country.

"After the 11th, I vowed to make sure they understand what it means to enjoy the benefits of freedom and to remember it's a precious condition that first must be earned and then jealously guarded," he said.

"CAP members do that every day through your missions, and the hours you spend away from your families every week, as volunteers no less, deserve the highest respect," he said.

Freed, like so many other Americans, including CAP members, was lured to Mississippi, where Hurricane Katrina had unleashed some of her wrath. CNN sent Freed to Biloxi to report live as Katrina made landfall.

In the days after the storm, as a Gulf breeze washed over his face, he heard engine noise. The planes were part of the recovery effort.

"I looked up and I knew many of you were probably there," he said.

"I know you understand what it means to be there for people when it counts. That's CAP's mission, and you know it resonates beyond your squadrons, wings and regions. The people whose lives you touch will always remember you were there for them," he said.

In a fitting gesture, Freed received his CAP membership card, after his speech, from Interim National Commander Brig. Gen. Amy S. Courter. With that, Freed's transition from CAP observer to CAP member was complete.

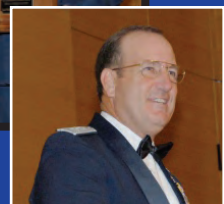
His closing remarks spoke to the heart of the CAP experience: "You do what you do because it's the right thing to do," said Freed, now a licensed private pilot. "As someone who's flown with you and watched you in action, and as someone who knows if I ever get into trouble while flying it's going to be the people here who come to help, thank you for being there when — and where — it counts." ▲

1st Air Force Commander Recalls Sacrifice, Honors Six



Photos by Susan Robertson
CAP National Headquarters

Lt. Col. Leo Burke, left, Capt. Richard Crepas and 1st Lt. Michael Sandstrom, all of the Michigan Wing, stand with CAP Interim National Commander Brig. Gen. Amy S. Courter during the National Board banquet. The trio were among six CAP members honored by 1st Air Force Commander Maj. Gen. Hank Morrow (inset) for participation in FERTILE VIRGO, a homeland security exercise.



Six Michigan Wing members — Lt. Col. Leo Burke; Capts. Matthew Boucher, Capt. Vincent Gray, Richard Crepas and Gus Gettas; and 1st Lt. Michael Sandstrom — were honored at the National Board banquet with an AFNORTH Commander's Award by 1st Air Force for their participation in FERTILE VIRGO, a live-fly exercise in January 2006 designed to prepare for Super Bowl XL security at Ford Field in Detroit.

The exercise was the largest multinational, -agency, -aircraft, -target and -sortie mission ever flown for the Air Defense Sector in CAP history. It was flown at night with inclement weather and at low level, demonstrating the experience and professionalism of CAP aircrews.

Maj. Gen. Hank Morrow, commander of 1st Air Force, presented the award. ▲

Senior Member of the Year

Honor Tops Olympic Dream

By Neil Probst

Lt. Col. Virginia Cullity was nominated to coach the U.S. gymnastics team for the 1963 Olympics. It was an honor she'll never forget, but Cullity recently achieved a greater milestone when she was named the Civil Air Patrol's Senior Member of the Year.

"I could not be more proud. This has turned out to be the top thing in my life," said Cullity. "That's how proud I am. I love this organization."

Reflecting on nearly three decades of service, the U.S. Army veteran recalled highlights of her membership, including how CAP helped her through a difficult time after she injured her knee, leaving her on crutches for six months and a cane for nearly a year.

"If it wasn't for Civil Air Patrol at that time, I think I would have gone insane," she said. Instead, Cullity went on to accomplish a multitude of feats within the organization. She became the first member to achieve a master rating in

moral leadership and she earned the Gill Robb Wilson Award and Meritorious Service Award, among others.

Cullity has participated in encampments held in New York, Massachusetts, Tennessee and Florida and has taught at many region staff colleges. But when needed by the wing, she has been a stabilizing force in Florida. Her contributions include creation of a manual on how to successfully perform as an administration/personnel officer.

Also, Cullity, who serves as Group 5 inspector general, is currently revamping the question-and-answer forms used throughout the wing by inspectors general at the wing, group and squadron levels.

"I'm trying to gear that informa-

tion so commanders of the squadrons will have a better idea about what is important as far as their paperwork and facilities are concerned," said Cullity.

In addition, Cullity has helped donate some \$23,000 to CAP's Cadet Program over the past 16 years by selling hot dogs, ice cream and sodas to residents of her South Florida recreational vehicle community. The proceeds are benefiting a cadet ground school in the wing.

Not surprisingly, her motivation, especially as an inspector general, is selfless.

"I enjoy the fact that hopefully it's going to help people do a better job with inspections on the lower level," she said, adding, "anything I can do to make that job easier for someone else is well worth it." ▲



Photo by Susan Robertson, CAP National Headquarters

Lt. Col. Virginia Cullity, center, flanked by Civil Air Patrol Interim National Commander Brig. Gen. Amy S. Courter, left, and Boyd Anderson, a vice chairman of the Air Force Association Board, is presented the Senior Member of the Year Award during CAP's National Board and Annual Conference held at Atlanta's Marriott Marquis.

Cadet Of The Year

Law, Not Jets, Calls Academy Freshman

By Neil Probst

All Air Force leaders “Aim High,” but one Civil Air Patrol cadet, now a freshman at the U.S. Air Force Academy, is content to battle in the courtroom.

Cadet Lt. Col. Jessica Gentry says she is a minority at the academy, where almost all her classmates yearn for wings.

Gentry is CAP’s 2007 Cadet of the Year.

“CAP helped me so much during basic cadet training. I really didn’t have to worry about the military aspects of the academy, because CAP prepared me,” said Gentry.

“It’s also helped that I’m a very disciplined person and a really hard worker. CAP taught me how to become that and how to be a good leader who doesn’t need to be strict to be successful,” she said.

Being accepted into the academy capped an extraordinary association with CAP that began at infancy.

“I went to my first CAP activity when I was 4 days old with my parents,” said Gentry. “I went to a wing conference with them, so I’ve been around CAP ever since I was first born, quite literally. One of CAP’s former national commanders (Brig. Gen. James Bobick) was one



Cadet Lt. Col. Jessica Gentry, right, receives her Civil Air Patrol Cadet of the Year Award from Interim National Commander Brig. Gen. Amy S. Courter. Gentry is currently in her first year at the U.S. Air Force Academy.

of the first people to ever hold me,” she said.

Now, Gentry is flying high, figuratively at least, at the Air Force Academy, where she is halfway through her first semester. Gentry said her academic regimen includes learning Portuguese. She also sings in the Catholic choir and rides horses on the equestrian team.

“Aside from classes every day, I have military memorization every week, and I maintain my uniforms and my room in inspection order, participate in intramurals every other day and perform in parades and formations, as well as

go to military education classes,” she said.

Even though Gentry prefers law, she doesn’t mind falling, from a plane that is. She hopes to take “Jump,” a skydiving course, next summer.

“The academy is definitely tough, but I absolutely love it and I wouldn’t want to be anywhere else. Even when you have a huge project due before taps, two graded reviews on Monday and your squadron superintendent tells you that you have to move the girl next door into your room by taps and you are stressed beyond belief, I still love it,” she said.

Gentry said self-discipline is vital, where literally every day she leans on her CAP training.

“CAP Honor Guard and drill team were the two main things that helped me when I entered the academy,” she said.

“Of course, being the encampment cadet commander right before I got here definitely helped as well,” she said. “I already knew so much about drilling and uniform standards before I came.” ▲



Gentry was promoted to cadet lieutenant colonel by Lt. Col. Jett Mayhew during Honor Guard Academy 2006.

Photos by Susan Robertson, CAP National Headquarters

Inaugural Academy Sets Agenda For PAO Success

By Neil Probst

Eighty-five Civil Air Patrol public affairs officers representing 40 wings joined public relations professionals from the Red Cross, Georgia state government and the U.S. Air Force, as well as the entire National Headquarters public affairs staff, for the inaugural PAO Academy.

The two-day event, held in conjunction with CAP's summer National Board meeting, featured presentations from nationally renowned experts on PR planning, crisis communications,

U.S. Air Force Col. Michael Caldwell, deputy director of public affairs, Secretary of the Air Force Office of Public Affairs, told attendees, "The new marketing plan that brands your organization and helps synergize your message is critical for success in today's global information environment."



Dr. Kevin Garrahan, senior environmental engineer with the U.S. Environmental Protection Agency's National Homeland Security Research Center in Washington, D.C., spoke to academy attendees about message mapping and risk communications.



Photos by Susan Robertson, CAP National Headquarters

Interim National Commander Brig. Gen. Amy S. Courter speaks to CAP public affairs officers from across the nation during the first-ever Public Affairs Officer Academy. "The National Marketing Plan is ambitious, but Civil Air Patrol's PAOs are up to the task. This is a very, very exciting time in CAP public affairs," she said.

marketing, media relations and more. The conference theme was "CAP's Missions ... Our Message."

The academy also launched CAP's landmark National Marketing Plan, a strategic approach to unifying CAP's message. From now on, CAP members across the nation will market the organization in a coordinated fashion.

The plan's proposed compelling message, "Civil Air Patrol: More Than Meets the Skies," will help drive the success of several visionary goals, including boosting membership to 70,000 over the next three years.

"This academy was one of the best experiences I have had in my nearly five years in CAP."

— Capt. Paula Mangum, Washington Wing public affairs officer

“The National Marketing Plan is ambitious, but Civil Air Patrol’s PAOs are up to the task. This is a very, very exciting time in CAP public affairs,” Interim National Commander Brig. Gen. Amy S. Courter told academy attendees.

PAOs in attendance were impressed with how well the goals of CAP’s newly revised Regulation 190-1, which defines duties and responsibilities, and the marketing plan tie together. Academy presenters’ emphasis on public relations planning, crisis communications, media relations and Web site marketing gave PAOs the tools needed to implement the marketing plan, as well as 190-1.

“The more we can tell a very consistent story about the organization in every exposure, the more positive memories we’ll leave behind, and the impression that this is one organization coordinated around the country,” said Col. Michael Marek, public affairs officer for the North Central Region.

“This is a very important step for the organization.”

“It was not only fascinating but illuminating to learn about some of the new social media trends and how PAOs can use them to spread the word about CAP,”



1st Lt. Jeanne Stone-Hunter, the Wyoming Wing’s public affairs officer, anchored a mock newscast at CNN-Atlanta during a tour of the news organization’s studios that was provided to academy attendees.

said Capt. Steven Solomon, Southeast Region director of public affairs and academy planning committee chairman.

For the PAOs, the outside presentations helped them see their audience as national, and not just as CAP members, he said.

‘Glued To My Chair’

Maj. David Miller of the Missouri Wing said he was energized and entertained by the presen-

tation on media relations. In recent years, media relations has

placed high-visibility demands on the PAOs who handled inquiries related to 9/11, Hurricane Katrina and Rita, the crash of aviation legend A. Scott Crossfield, last year’s Colorado snowstorms and the search for acclaimed adventurer Steve Fossett.

“I was glued to my chair,” said Miller of the presentation.

“Dr. Joseph Trahan was so animated. He gave me pointers, things to do and lots of good nuts and bolts for presenting in front of the media, what they expect and how to circumvent some of the difficulties working with the press and TV,” he said.

A panel of CAP PAOs who have been there and done that provided their own insights.



Brig. Gen. Amy S. Courter stands with PAO Academy planning committee chairman Capt. Steven Solomon, Southeast Region director of public affairs, who received Best of Show honors during the academy awards luncheon.

Media Relations Savvy

Wyoming Wing public affairs officer 1st Lt. Jeanne Stone-Hunter had barely returned from the academy when three CAP members in her wing — Lt. Col. James H. Henderson, Capt. Patricia A. Larson and Sr. Mbr. James R. Meyer — crashed and died while searching for a 16-year-old fisherman.

Stone-Hunter said she knew what to expect and, most importantly, what to do.

“I think the biggest thing at the PAO Academy was the three speakers from the different wings. They talked about missions they had in the past that were high-profile, and that was huge,” she said.

“Especially Capt. Paige Joyner, she really stuck out in my mind,” added Stone-Hunter. “She talked about the mission (the search for aviation legend A. Scott Crossfield in 2006) that was so similar to mine as far as the notoriety, all the phone calls and having to go through the incident commander for approval of the press releases.”

For Stone-Hunter, knowing how another CAP member successfully managed a similar crisis helped her face the media with confidence.



Dr. Joseph Trahan prepares PAOs to interact with television and print media reporters during an animated lecture on media relations.

Going The Extra Mile

Complementing the academy's attention to media relations and the increased speed of news information today, Air Force Col. Michael Caldwell, deputy director of public affairs for the Secretary of the Air Force Office of Public Affairs, said public affairs officers must be fleet of foot.

“Today, a local issue, a local tragedy or a local event can become global in a matter of minutes. That makes our job more intense,” he said.

Courter and Caldwell, who served as keynote speaker for the first annual Maj. Howell Balsem Awards ceremony, presented the awards to PAOs for excellence in a variety of categories.

No Second Wasted

The PAOs were learning during the entire academy, even during breakfast.

With their morning juices and muffins, the officers enjoyed roundtable discussions on best practices presented by their col-

leagues from across the nation. Miller attended roundtables on proper submission of photographs, PA on the Cheap and MIO use of audio and video. For the first time ever, he was able to talk to other officers he previously communicated with solely by e-mail.

“They were very educational,” Miller said.

The academy was a worthwhile experience for all involved.

Northeast Region public affairs officer Lt. Col. Connie O’Grady said she jumped at the opportunity to attend.

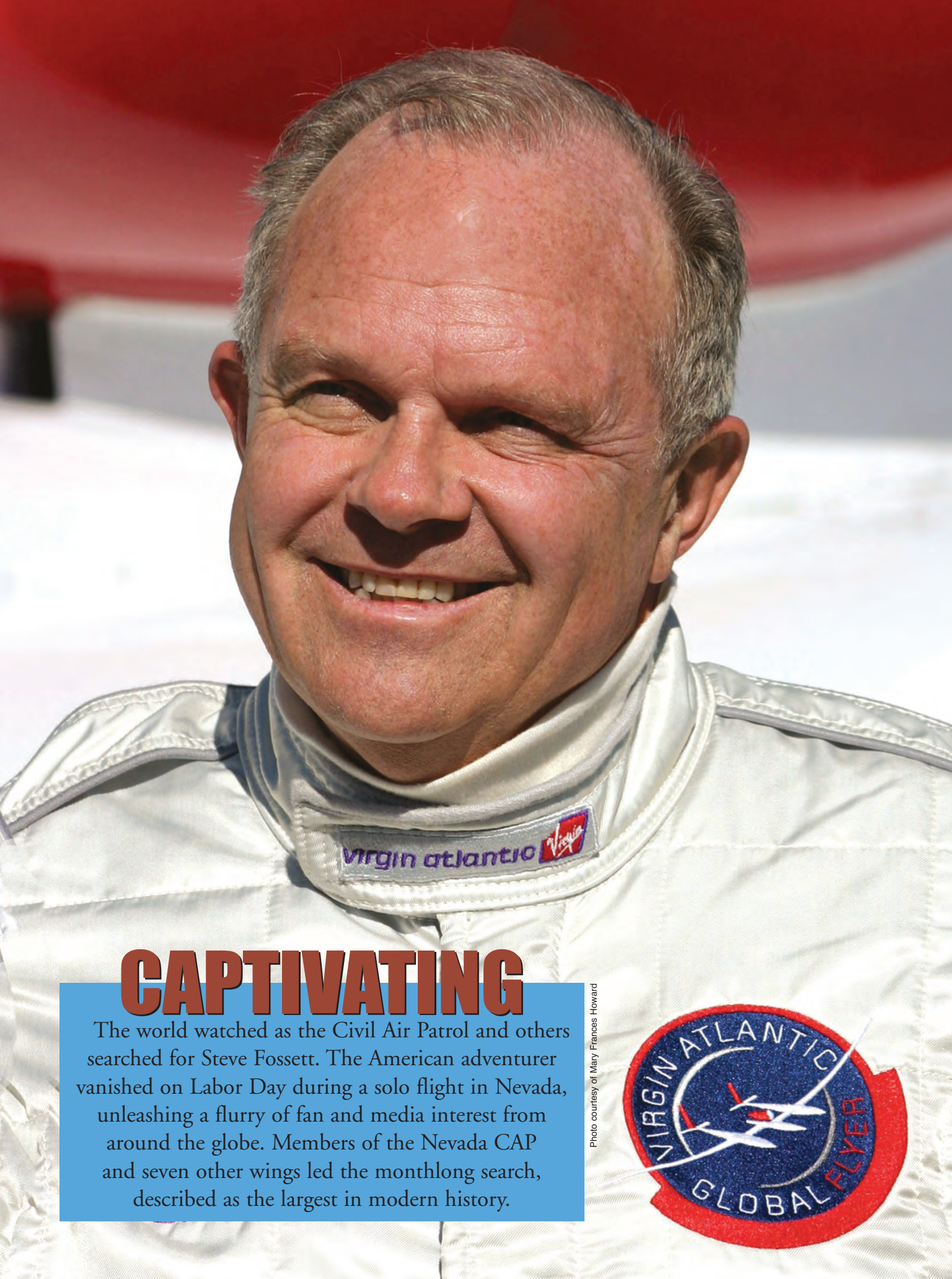
“I think it was the best thing that has come down the road for public affairs officers in many years,” she said. “It was informative and educational. I certainly thought it was an excellent opportunity to learn more about Civil Air Patrol public affairs.”

Washington Wing public affairs officer Capt. Paula Mangum echoed O’Grady’s sentiments.

“This academy was one of the best experiences I have had in my nearly five years in CAP,” she said. ▲



Washington Wing public affairs officer Capt. Paula Mangum



CAPTIVATING

The world watched as the Civil Air Patrol and others searched for Steve Fossett. The American adventurer vanished on Labor Day during a solo flight in Nevada, unleashing a flurry of fan and media interest from around the globe. Members of the Nevada CAP and seven other wings led the monthlong search, described as the largest in modern history.

Photo courtesy of Mary Frances Howard



Searching For *Steve Fossett*



Photo by Capt. Rebecca Meyer, Nevada Wing

By Steve Cox

Massive hunt
for world-
famous aviator
launched by
Civil Air Patrol

The Civil Air Patrol's hunt for famed, record-setting aviator Steve Fossett, who vanished on Labor Day during a morning jaunt in Nevada, is the largest and perhaps most expensive in modern-day history.

Encompassing a 22,000-square-mile area in the heart of the nation's most treacherous region and involving Civil

Civil Air Patrol aircraft line the tarmac at the Minden-Tahoe Airport in Nevada, one of two mission bases used in the search for American adventurer Steven Fossett, who was reported missing Sept. 3 after he didn't return from a morning flight.

Air Patrol pilots from Nevada and seven other states, the Nevada National Guard, the Air Force Rescue Coordination Center, the U.S. Army, the state Departments of Emergency Management and Public Safety and ground crews organized by local authorities, the search for the wealthy adventurer is officially on hold, for now.

"The Civil Air Patrol joins the rest of the aviation world and admirers worldwide in its disappointment in not locating Steve Fossett," said CAP's Interim National Commander Brig. Gen. Amy S. Courter in announcing the search's suspension on Sept. 16. The decision followed intensive, technology-enhanced aerial searches from CAP's Cessnas and Gippsland GA8 Airvans, the Air Guard's C-130s and the Army's Black Hawks.

"This remarkable man showed us what grit and determination are all about. In his life, he chased and shattered world records, floating and flying farther and faster than anyone before," Courter said. "His adventures are many and his accomplishments profound. We regret those adventures may have come to an end."

Fossett, 63, took off Sept. 3 for a solo flight from the Flying M Ranch, a posh aviation playground about 70 miles southeast of Reno owned by his friend, hotel mogul Barron Hilton. Fossett didn't file a flight plan for the three-hour trip, and he never returned to the ranch.

Thousands of Civil Air Patrol, National Guard, Army and private searchers combed a vast swath of rugged mountains and high-desert terrain in western Nevada and parts of California looking for Fossett. They found no sign of him or the small, blue-and-white, single-engine Bellanca Citabria Super Decathlon he borrowed from Hilton.

The aerobatic plane is equipped with an older-model emergency locator transmitter, or ELT, but it apparently never activated. Fossett also didn't wear a wristwatch he owned that would have allowed him to signal his location in an emergency.

Since Fossett's disappearance, the National Transportation Safety Board, which investigates aviation accidents, has recommended that planes be equipped with more reliable digital transmitters.

The Civil Air Patrol, the all-volunteer auxiliary of the U.S. Air Force, was engaged in the hunt for Fossett almost immediately, as assigned by the Air Force Rescue Coordination Center. At the center's request, CAP members annually perform 90 percent of inland search and rescue missions in the continental United States. The Air Force credited CAP with saving 105 lives in fiscal year 2007.

The Civil Air Patrol-led effort in the search for Fossett was extraordinary.

At its peak, the search involved more than 45 aircraft, many of them from the Civil Air Patrol's fleet. CAP's pilots flew 629 flights totaling 1,774 flying hours. In all, more than 17,000 man-hours were invested in the mission, both in the air and on the ground.

"Although the search effort by the Civil Air Patrol has been officially suspended by the Air Force Rescue Coordination Center, should new information become available, CAP could be asked to assist once again with its considerable air assets," Courter said. "We are now waiting for new leads, and as they develop we will check them out."

Presumed dead

Those involved in the hunt for Fossett said they are not giving up, even though the National Transportation Safety Board, in its preliminary report about Fossett's disappearance, listed the presumed accident as a fatality.

Early in the search, Hilton hired a private aircraft company with imaging equipment to assist ground searchers. Some of those private efforts financed by Fossett's friends and family continue.

Fossett, who made millions as a commodities broker in Chicago, had survived many scrapes en route to setting 116 flying and sailing world records and accomplishing other feats. He also scaled some of the world's best-known peaks, including the Matterhorn in Switzerland, swam the English Channel and even completed the Iditarod sled-dog race in Alaska.

In 2002, he became the first person to fly a balloon

solo around the globe. Three years later, he became the first to fly an airplane alone nonstop around the world.

“My gut feeling is that he didn't survive the impact,” said Maj. Cynthia S. Ryan, public information officer for the Nevada Civil Air Patrol. She said if Fossett were alive but too injured to walk, he would have tried to signal searchers in some manner.

“He's not the kind of guy to just sit and wait for help to show up,” she said.

Many involved in the Nevada search, including Ryan, believe Fossett's small plane plummeted into one of the countless craggy, deep ravines that cut the state's landscape like claw marks, causing the wreckage to become scattered or highly fragmented and simply invisible to searchers.

“It's definitely an area where a person can get lost and not be found, as witnessed by this search,” said Capt. Bill Schroeder, a master-certified flight instructor and check pilot examiner for the Nevada Wing.

“A lot of it comes down to what is in view and possible,” said Lt. Col. John W. Desmarais Jr., deputy director of operations at CAP National Headquarters. “If (Steve Fossett) crashed

in an area where the wreckage is obscured from view or the wreckage blends into the background, it will be difficult, at best, to locate.”

“This is a testament to the unforgiving terrain comprising the search area,” said Lt. Col. E.J. Smith, the

Nevada Wing search leader who served as the primary incident commander for 17 days of the mission. “We've executed this to the very best of our trained ability and have come up with nothing.”

How the search unfolded

“Since Mr. Fossett did not file a flight plan, CAP defined an area of possibility for the search for his airplane based on the amount of fuel on board, and wind and weather conditions at the time of the flight,” said Col. Dion DeCamp, CAP's Nevada Wing commander.

“That created a huge area,” he said,

“so we focused on those areas that made the most sense — like radar tracks, which were analyzed for aircraft matching the Fossett aircraft's profile. There were several, and those areas were searched repeatedly.”

Hikers who thought they saw Fossett's plane gave CAP additional leads in the early stages of the search, as did information gleaned from interviews with friends and people who had been with Fossett at the Flying M Ranch.

“Those leads have been thoroughly searched as well,” said DeCamp, as CAP initially scaled back the search on Sept. 16. “The search areas were plotted on a map and thoroughly documented, including weather conditions at the time of flight.

“Additional attention was focused on radar drop-off points,” he said, “which could mean a crash or, in mountainous terrain, simply that the radar could not see the aircraft because it was operating at low altitude and was blocked by the mountains.”

CAP renewed the search on the weekend of Sept. 29-30, concentrating on “high probability sites” identified by a dozen Federal Aviation Administration, Air Force, Navy, NTSB and CAP experts.

From the start of the weekend operation, aircrews



Capt. Jon Stokes of the Riverside Senior Squadron, California Wing, goes through a pre-flight inspection of his aircraft before taking to the skies from Bishop Air Force Base, one of two CAP mission posts used for the Fossett search.

Photo by Lt. Col. John C. Jay, California Wing



Nevada Wing Commander Col. Dion DeCamp, shown here in front of a Civil Air Patrol Gipsyland GA8 Airvan, noted that after initial passes through the 22,000-square-mile search zone for Steve Fossett, CAP narrowed the search by focusing on areas of high probability.

searched repeatedly at different times of day and light angles so they could better see into the steep mountain ravines in the area. Ground search teams on foot and horseback and in all-terrain vehicles simultaneously combed the same target areas.

“He was not visible from the air, or we were not in the right place at the right time,” said Schroeder, a member of the Blackhawk Composite Squadron in South Lake Tahoe.

“We didn’t find anything,” said Courter. “We don’t have any conclusive information to follow or to say there was a crash and he survived. We’ve exhausted all leads at this time.”

A monumental response

“This is probably the largest search CAP has done — ever,” said Schroeder. “I’ve never been involved in anything as large as this.”

Schroeder is among hundreds of volunteers from the CAP ranks who participated in the Fossett search. CAP conducts about 3,000 search and rescue missions annually, many involving electronic searches for ELTs. “There are typically several hundred missing person or aircraft searches that we support annually,” said Desmarais. “Most are resolved in just a few days.”

Members from CAP’s California, Utah, Idaho, Oregon, Colorado, New Mexico and Texas Wings pitched in for the Fossett search.

“We’ve just had a tremendous response from folks in the Nevada Wing,” Schroeder said. “We’ve had a lot of help.”

Schroeder, a search and rescue pilot, said the treacherous winds in the region prevented flight on some days.

“Usually winds come from the west,” he said. “They accelerate at the ridgetops of the mountains. What you

end up with is extreme turbulence and strong downdrafts on the eastern side of the mountains.”

The aircrews performed valiantly despite the adverse conditions, according to Schroeder. “During the search we had some ridgetop winds that were exceeding 80 mph,” he said. “The winds prohibited searching on those days as it was too turbulent to fly.”

On most days, each crew flew two three-hour sorties a day. In the end, they were tired, he said, adding that he occasionally took a break from flying and worked on the ground.

“I did everything from weather reports to taking in information from others who thought they might know where Steve Fossett was,” said Schroeder. “We had people calling in from all over the world.”

High-tech help

The Civil Air Patrol called in aircraft from California and Utah equipped with cutting-edge ARCHER (Airborne Real-Time Cueing Hyperspectral Enhanced Reconnaissance) technology.

ARCHER gives aircrews the ability to find unique objects on the ground, like parts of a plane, using specially equipped on-board computers and hyperspectral sensor technology capable of seeing much more detail than the human eye.

“We were able to pitch in and take the lead on this,” said Maj. Sam Seneviratne, commander of the Clover Field Composite Squadron, based at the Santa Monica (Calif.) Airport. The squadron’s premiere ARCHER

Photo by Lt. Col. John C. Jay, California Wing



Lt. Col. Denise Edwards, right, of the San Fernando Senior Squadron, California Wing, briefs members of a Fossett mission aircrew shortly before takeoff. Crew members included Maj. Craig Gallagher of the California Wing and Capt. Jon Stokes and Sr. Mbr. Rene Caldera, both of the Riverside Senior Squadron.

team was on-site at the Bishop, Calif., and Minden, Nev., mission bases for more than 800 hours, analyzing data collected from their flights in the search area.

“To find five targets, we looked at over 30,000 images,” Seneviratne said.

Those five targets included old crash sites, some dating from the 1960s and 1970s. Nevada law enforcement officials plan to inspect the wreckage sites more closely.

Internet users also participated, volunteering to peer at newly released satellite images of the area. The amateur army of online searchers were welcome, even though mission bases were inundated with Google-generated “finds” that turned out to be junked cars or abandoned appliances.

“They didn’t know what they were looking for,” said Ryan of the virtual search effort, which quickly dwindled to just an occasional lead for searchers to check out.

"The Google searches are not quite ready for prime time," she said.

Other non-tech leads, some of them a little strange, also were submitted, according to Desmarais. "We have received tons of inputs from a variety of sources. Some are credible; some just aren't. Psychics, dreamers and all sorts of variations of those have come forward."

The cost of the private search by Fossett's friends has not been disclosed, but Gary Derks, operations director for the Nevada Office of Emergency Management, said costs to various government agencies involved in the hunt total nearly \$1.4 million.

"It's in the range of \$250,000, just for CAP," said Ryan. "But when you consider the hours and the effort, that's a huge bargain."



Nevada Wing Lt. Col. E.J. Smith confers with a member during the search for Steve Fossett. Smith served as the mission's primary incident commander.

Photo by 1st Lt. Teresa Schroeder, Nevada Wing

Now it's up to chance

Despite all the technology and manpower used in the Fossett search, the person who finds the missing aviator quite possibly won't even be looking for him.

With hunting season opening or about to open within the search zone, hunters may provide the next clues. Another possibility is prospectors, who have many small mines in the wastelands of the search zone.

In the meantime, winter is coming on, and snow is already falling in the higher elevations of Nevada and California. That doesn't leave much time for searching for Fossett or his plane. A big storm could blanket the wreckage, making it undetectable until spring.

Ryan is convinced the wreckage will be discovered one day, by a hunter, a prospector or perhaps a hiker.

"It will probably be found in the next two or three years," she said. "It will be found eventually." ▲

The Associated Press, ABC News, the San Francisco Chronicle, the New York Times and General Aviation News contributed to this report.

NCSAs 2008

National Special Activities are coming!
Activity descriptions are available at cap.gov/ncsa

Air Force Careers

- ☐ AF Pararescue Orientation Course
- ☐ Advanced AF Pararescue Orientation Course
- ☐ AF Space Command Familiarization Course
- ☐ AF Weather Agency Orientation Course
- ☐ Specialized Undergraduate Pilot Training

Aviation Careers

- ☐ Aviation Maintenance & Manufacturing Academy
- ☐ National Flight Academy—Powered Aircraft
- ☐ National Flight Academy—Gliders
- ☐ National Blue Beret

Leadership Careers

- ☐ Cadet Officer School
- ☐ Honor Guard Academy
- ☐ Hawk Mountain Search And Rescue School
- ☐ International Air Cadet Exchange
- ☐ National Emergency Services Academy

Technology Careers

- ☐ Advanced Technologies Academy
- ☐ Aerospace Education Academy
- ☐ Engineering Technologies Academy

Apply online from Dec. 1, 2007-Jan. 15, 2008 at www.capnhq.gov

Search Thrusts CAP Into International Spotlight

By Steve Cox

A seasoned Civil Air Patrol spokeswoman with a flair for a good sound bite is now a household name of sorts, thanks to national and international media inquiries over missing aviator and adventurer Steve Fossett.

Maj. Cynthia S. Ryan, public information officer for CAP's Nevada Wing, was on call — literally — for weeks, personally responding to hundreds of requests for interviews. The Fossett mission attracted intense media interest from all over the world, with Ryan and the Civil Air Patrol at the forefront in on-camera interviews and front-page stories.

"I haven't had too much time to think about it," said Ryan, who has a knack for providing sound bites.

"Write advertising copy for as many years as I have, and you, too, will be able to pull that punchy headline out at a moment's notice," she said.

Consider some of her responses to questions about the Fossett search:

- "It's a very large haystack, and an airplane is a very small needle. No doubt about that."
- "Once again you had your hopes raised and dashed just as we have."
- "It certainly isn't the Bermuda Triangle for lost aircraft. But it can be a

very challenging place for a pilot."

- "We can't always guarantee the right results that everyone would like. But I do guarantee results."

Ryan served as PIO in Nevada from 1994 until 2002, when she was diagnosed with advanced breast cancer. She took off more than a year for treatment.

Lt. Col. E.J. Smith, primary incident commander and search leader for the Nevada Wing, dropped by Ryan's house on the evening of Sept. 3, the day Fossett vanished, to ask for her help.

"She said we had an 'actual' in progress and would need media support," said Ryan. "Then she said, 'They're looking for Steve Fossett.'"

"That's when my PIO/MIO world turned upside down," Ryan said.

"She was the right person for this job," said Smith.

Trying to push down "a rising tsunami of anxiety," Ryan left for the mission base at the Minden-Tahoe Airport at 6 a.m. the next



Photo by 1st Lt. Teresa Schroeder, Nevada Wing

Maj. Cynthia S. Ryan of the Nevada Wing served as CAP's public information officer for the Steve Fossett search. She was the primary mission spokeswoman at news conferences covered by media worldwide.

day.

"It was a total leap of faith," she said. "I took a laptop loaded with files of previous mission press releases as templates, a well-charged phone and Bluetooth, clipboard with legal pad, my trusty mechanical pencil, a camera and a hastily constructed sense of self-confidence based only on the legacy of past success and some darn good training. I was 'winging it,' but as a well-tested PIO/MIO."

Inquiries quickly poured into the wing command center as news got out that Fossett was missing.

"Overnight we had 16 to 17 TV trucks outside the airport," said Smith.

To date, CAP has been mentioned in more than 7,200 print and broadcast media stories.

"We didn't expect all that attention at first," said Capt. Bill Schroeder, another member of the Nevada Wing who was actively involved both in the air and on the ground during the hunt for Fossett.

"Before long, this was an international search," he said.

International interest in the story came from the BBC, *London Times*, ITN England, Paris Television Channel 1, Japanese Newswire Service, Russian News Service, Canadian Broadcasting, Canadian Press and the



CNN correspondent Miles O'Brien, who reports extensively on civil aviation issues, gets into his Cirrus during a fly-over of the Nevada terrain as part of CNN's coverage of the Fossett search. Maj. Cynthia S. Ryan of the Nevada Wing rode with O'Brien during one of his reports.

Sydney Morning Herald. National media coverage included CNN, Fox, MSNBC, ABC, CBS, NBC, the *New York Times*, *Washington Post*, *San Francisco Chronicle*, *USA Today*, *Time*, *People* and hundreds of local network affiliates, newspapers and magazines throughout the United States.

Ryan participated in press conferences twice a day during the first week of the search, and she was eager to do it, particularly for some of the more nationally and internationally known media interests.

"We don't often get this kind of a world platform to speak from, so it was ultimately worth it to square the jaw and do it," she said. ▲

The Search at a Glance

Sept. 3: Famed aviator and adventurer Steve Fossett is reported missing by a friend after he fails to return from a morning solo flight. Friends at the Flying M Ranch search frantically for him, but to no avail.

Sept. 4: The state of Nevada asks the Air Force Rescue Coordination Center to have Civil Air Patrol assist with the search for Fossett. CAP launches an aerial and ground search to join efforts with the Nevada National Guard, the U.S. Army, the state Department of Public Safety and other crews organized by local authorities.

Sept. 16: CAP officially scales back the search for Fossett, following thorough grid searches of a 22,000 square-mile area of Nevada and California.

Sept. 29-30: The Fossett search is renewed, concentrating on areas identified as Fossett's possible flight path. The areas were selected from high-tech analyses of radar and satellite images.

Oct. 3: CAP officially suspends the search, with Interim National Commander Brig. Gen. Amy S. Courter saying all leads have been exhausted. CAP planes, however, are prepared to take to the skies again to follow any new, credible leads, she says.

Steve Fossett

A modern-day explorer known for his adventurous spirit

By Steve Cox

American adventurer Steve Fossett, missing since a solo flight on Labor Day in Nevada's high desert, is a celebrated aviator known throughout the world as a modern-day explorer.

Fossett, 63, who made millions as a commodities broker in Chicago, certainly enjoyed a lifetime of daring achievements, most of them high in the sky. He holds 116 records in five different sports — from flying to sailing. He is best known internationally for his ballooning exploits.

In 2002, he became the first person to circumnavigate the globe solo in a balloon, piloting *The Spirit of Freedom* around the world in 13 days.

The triumphant trip made in *The Spirit of Freedom* came on Fossett's sixth attempt, showing the grit and determination that made him famous.

On his fourth attempt to circle the globe in 1998, Fossett had to be rescued after his balloon crashed into the Coral Sea about 500 miles off Australia's coast. The balloon plunged 29,000 feet after it was struck by hail and lightning. He floated in rough seas for several days before emergency crews found him.

Fossett survived many scrapes en route to setting his world records and accomplishing other feats. He also scaled some of the world's best-known peaks, including the Matterhorn in Switzerland; swam the English Channel; and even completed the Iditarod sled-dog race in Alaska.

In 2005, Fossett added to his fame by becoming the first person to fly an airplane alone nonstop around the world. Piloting the GlobalFlyer, Fossett completed the trip in roughly 80 hours.

At the time of his disappearance, Fossett was preparing to break the world's land speed record of 766.6 mph. He hoped to reach 800 mph in a turbo-powered racer, the Sonic Arrow. ▲

AP Photo/Steve Holland



Steve Fossett flies his balloon *Solo Spirit* over the east coast of Australia near Port Macquarie north of Sydney as he attempts to make the first solo flight around the world in 2001. That flight failed, but another one in 2002 was successful. Aboard *The Spirit of Freedom*, he smiles before his successful launch on a solo around-the-world balloon mission in Northam, Australia. The flight was Fossett's sixth attempt at setting the record.



AP Photo/Rob Griffith



Virgin Atlantic founder Sir Richard Branson, right, sprays champagne on pilot Steve Fossett at the Salina Municipal Airport in Salina, Kan., after Fossett touched down aboard the GlobalFlyer, becoming the first person to fly around the world solo without stopping or refueling. Branson financed the around-the-world project, which occurred in March 2005.



Steve Fossett, back, and his co-pilot Einar Enevoldson get ready to attempt to break the glider world altitude record of 49,009 feet at the California City Municipal Airport in California City, Calif., on March 14, 2003.



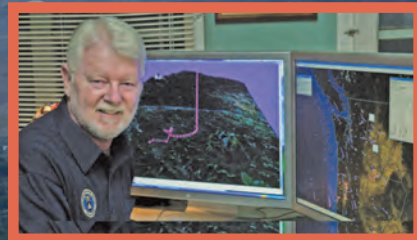
Steve Fossett, the first person to fly solo around the world in a hot air balloon, speaks during his induction into the National Aviation Hall of Fame in Dayton, Ohio, in July 2007.



Steve Fossett, front, and the crew of the 125-foot catamaran *PlayStation*, celebrate at Mayflower Marina in Plymouth, England, on Oct. 10, 2001, after breaking the trans-Atlantic sailing record.

CAP radar sleuth

talks about Fossett search



Q 2nd Lt. Paul “Guy” Loughridge’s radar expertise has assisted the Air Force and the Civil Air Patrol in finding downed pilots for more than a decade.

“New advances in technology and radar data have made the process much quicker and more effective than before,” said Loughridge, a member of CAP’s Colorado Wing.

The Air Force Rescue Coordination Center and Civil Air Patrol have been involved in thousands of searches for missing aircraft, and only 18 of those missions are unsolved. Loughridge has been involved in more than 200, in which he made 72 radar “finds” and contributed to the rescue of 24 people.

The Steve Fossett search, however, has been difficult, primarily due to rugged and remote terrain in Nevada and California.

“The expansiveness of the high desert is a huge factor,” said Loughridge. “Exactly where Steve’s aircraft flew remains a mystery.”

Loughridge and other radar experts from various military and federal agencies participated in an in-depth review of Fossett radar

data. Comparing known information about the mission to the radar data, their findings prompted close-up looks for the famed aviator in some of the higher-probability areas of the 22,000-square-mile search zone. Unfortunately, air and ground searches proved futile.

Loughridge remains hopeful Fossett and his plane will be found some day. “We’ve suspended missions before and found them later on,” he said.

Recently, Loughridge took time to respond to *Civil Air Patrol Volunteer* questions about the Fossett search:

Q: How difficult was the search because of terrain issues?

A: The Flying M Ranch, from which Fossett departed, is nestled low in a desert valley. The mountainous terrain near the ranch shielded the aircraft’s departure from nearby radar sensors, which created a radar hole around the ranch. To detect the aircraft in the radar data, radar analysts were

forced to observe all radar targets, even those that are distant from the ranch. The most important piece of information for the analysts was the departure time and the intended route of flight.

Q: How do radar analysts isolate a possible track?

A: They play back the radar data and observe all nearby radar targets. Analysts routinely play back radar data recordings that contain tens of millions of radar targets. Each target is represented as a “ping” or a reflection returned from an aircraft. Not only do the radar sites see aircraft, they also see birds, cars and weather. And, since it was Labor Day weekend, many other aircraft were also flying in the area. There is a lot of noise in the data, and it is a time-consuming job to trim it down. It takes a skilled human eye and years of training and experience to sort out everything in radar data.

2nd Lt. Guy Loughridge, inset, the Civil Air Patrol's top radar expert, works at his home in Colorado. Loughridge and others from the Federal Aviation Administration, National Transportation Safety Board, Air Force and Navy analyzed the radar data from Sept. 3, the day Steve Fossett left the airstrip at the Flying M Ranch. He never returned, which prompted a massive search over mountainous, high-desert regions in western Nevada and California.

Q: How are isolated radar tracks eliminated from consideration during a search?

A: When a track is identified, radar analysts first look at the time the target was created. Targets that are much too early and prior to the aircraft's departure are thrown away. Next, the speed of the track and

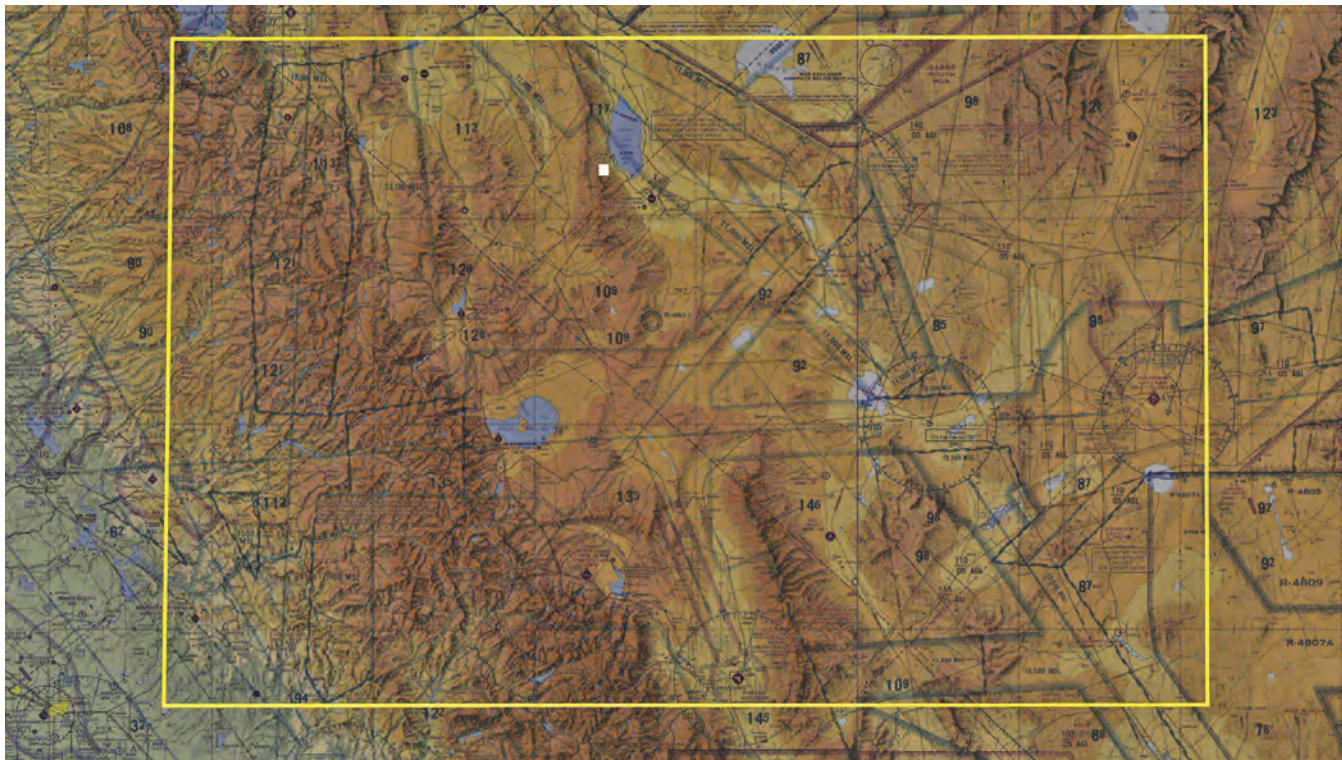
altitude are reviewed. Obviously, aircraft at 35,000 feet are discarded. The speed is less obvious, because analysts can only see an aircraft's ground speed. Head winds and tail winds also can affect the flight. On Fossett's aircraft, speeds below 60 knots and above 150 knots are likely unrelated. This elimination process continues and the final results are hits, or radar targets.

Q: How do mountains directly affect the radar tracks?

A: Tracks often come in broken pieces, because the radar sites will see an aircraft for a short period and then the track will vanish below radar coverage or behind a mountain. Due to the mountainous terrain with the Steve Fossett search, analysts might see a track

near Tehachapi, Calif., for example, that is more than 180 nautical miles away. First, they look at the time, and tracks that are simply too early are ignored. Then, efforts are made to reverse the track and follow it to its origin. This is not very difficult to do, but when mountains get in the way, the tracks are shattered into pieces. So, tracks cannot always be reversed. This was the case with Steve Fossett. The short track segments simply could not be related back to the Flying M Ranch.

This map captures approximately one-third of the Steve Fossett search area. The tiny white square in the center top of the image represents the size of a typical canyon. The width of the large yellow rectangle is 150 nautical miles. The search area was 22,500 times larger than the canyon.



Q: Could Fossett's plane fly for many hours and remain undetected by radar?

A: That is a possibility, but most of the analysts believe this is highly unlikely. At some point, if Fossett traveled far enough from the Flying M, he should have been detected by radar. If his plane stayed low and in areas with no radar coverage due to the mountains, then he would not have been detected.

Q: How is a search conducted once the radar data has been analyzed?

A: With all of the radar analysis, the real "finding" is always done with human eyes, and it is generally done from aircraft. Sometimes technology helps, too. Ultimately, however, the search rests with the people flying in the search aircraft and searching on foot.

Q: What about possible sightings in the Fossett search?

A: When there is a reported

sighting, local law enforcement, SAR personnel and other experts investigate these new clues. Many "witnesses" were interviewed and their leads were used to help search for Fossett. Even the unusual search leads produced with the help of Google Earth were individually checked. One image from Google Earth was investigated and it turned out to be one of the search aircraft. The satellite photographed it during the ongoing search.

Q: How do we know we have fully reviewed all of the radar data?

A: On most incidents the track of the aircraft is quite obvious, but that was not the case with the Steve Fossett search, primarily because the mountainous terrain dramatically limited what the radar sites could see. Due to the complexity of the terrain and the sheer size of the search area, nearly a dozen radar analysis experts were asked to review the radar data. Experts from the



This is a real crash photo from another search years ago. Do you see the airplane? The smoke is your clue. Now look at the base of the smoke. Airplanes no longer look like airplanes after they crash. The only clue to the searchers was the smoke; otherwise, the human eye would likely not detect this crash site.

FAA, National Transportation Safety Board, Navy, Air Force, CAP and others all put their eyes on the data. So, multiple people using many approaches and software tools all looked for one thing — any track that could be related to Fossett. Every viable track was sent to the incident management team. These tracks were clues and each one was investigated. ▲

From sites atop mountain peaks, radar can sweep many miles of territory. However, mountains can block aircraft from detection.

Terrain Tells the Story

Steve Fossett left the Flying M Ranch in a Bellanca Citabria Super Decathlon, a high-wing, single-engine aircraft designed for flight training but also capable of performing aerobatic maneuvers. The plane was borrowed from Fossett's friend, hotel mogul Barron Hilton.

The mountains and vegetation in the search zone made detection very difficult and dangerous. Search aircraft flew very close to the ground. Notice the difference between the valley floor and the mountains. The mountains are treacherous, with deep canyons and vegetation that make complete visibility virtually impossible.



Photo by 2nd Lt. Guy Loughridge, Colorado Wing



ABOUT THE BELLANCA CITABRIA SUPER DECATHLON

Gross Weight: 1,800 pounds

Length: 22 feet, 11 inches

Height: 7 feet, 8 inches

Maximum speed: 155 mph

Range: 563 miles

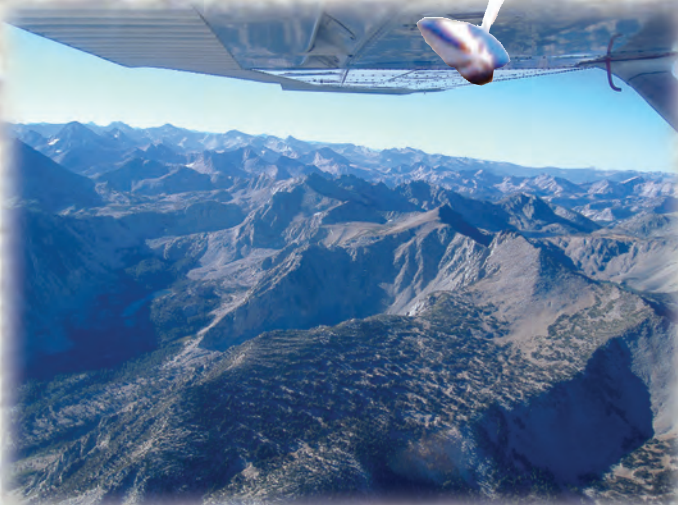


Photo by Maj. Alice Mansell, California Wing



Photo by Maj. Alice Mansell, California Wing

Radar Rainmaker

Loughridge Honored With National Award

By Neil Probst

A gift for saving lives was born out of tragedy.

For Colorado resident Guy Loughridge, a 1994 wildfire in his home state was too much to bear. The blaze claimed 14 firefighters.

A search-and-rescue incident commander, Loughridge had never lost a soul during hundreds of search and rescue missions he'd led. He set out to keep this record intact by tapping into computer skills honed at Lewis and Clark College in Portland, Ore. The result — mapping software that can track people and plot GPS (global positioning system) data — later was refined to show aircraft tracks and geographic features, like mountains.

The results of his radar tracking analysis technology have been remarkable.

Working from his home computer on a completely volunteer basis, Loughridge receives radar tracking assignments from high-level state, federal and military agencies seeking his assistance to find lost aircraft and

people. Now a CAP second lieutenant, Loughridge has assisted in some 200 search-and-rescues using his mapping technology and, in the process, he has helped save 24 lives. One of his most recent assignments was the SAR for renowned adventurer Steve Fossett.

Loughridge is always careful to point out that his role is to assist with the SAR process. Many other search-and-rescue teams — “ground pounders” who search on foot, aircrews who conduct aerial reconnaissance and numerous other emergency services providers — have an incredible amount of work to complete once Loughridge pinpoints a probable crash site. Also, as in the Fossett search, Loughridge often works with other radar experts.

For his efforts, he was recently honored as a Distinguished Volunteer during the 2007 Public Benefit Flying Award ceremony held in Washington, D.C. The honor followed his receipt earlier this year of CAP's Exceptional Service Award.

“These two events were beyond anything I could have expected. I was staggered by the recognition,” said Loughridge.

CAP 2nd Lt. Guy Loughridge, center, is flanked by Rol Murrow, left, chairman and CEO of the Air Care Alliance, and Jonathan Gaffney, president and CEO of the National Aeronautic Association, who presented Loughridge the Distinguished Volunteer Award during the 2007 Public Benefit Flying Award ceremonies held in the Capitol's LBJ Room in Washington, D.C., on Sept. 17.

Photo by Bob McComas, National Aeronautic Association



DEFINING MOMENT

For his very first radar analysis mission, the Air Force asked Loughridge to help find an A-10 pilot's jet after it crashed into a Colorado mountain in April 1997. About a week later, on a different mission, Loughridge used the radar software to make his first find. A single-engine aircraft had crashed in Colorado, and the Air Force again called for Loughridge's assistance.

"I was able to track that airplane to a place where the pilot was going to cross the Continental Divide, and I could definitively see he had hit the top of the mountain," said Loughridge.

"The Air Force said I got them to a few hundred feet vertically and a thousand feet horizontally from the crash," he said.

Soon after, Loughridge said the Federal Aviation Administration and the National Transportation Safety Board began regularly requesting his assistance.

Now, Loughridge conducts radar analysis for 20 to 30 missions a year.

In 2000, Loughridge joined CAP, which led to his relationship with the Air Force Rescue Coordination Center, which also tasks him regularly.

SAVING LIVES

Of the 200 search-and-rescue missions Loughridge has worked with mapping technology, only five remain unsolved.

He also has been credited with 72 "radar finds," which occur when a crash site location provided by Loughridge is so accurate that rescue teams find the site within an area comparable to a few city blocks.

But statistics don't matter to Loughridge. He savors real-life successes. Like the time in August 2006

when a Cirrus crashed in Colorado with a father and daughter inside. Working with the Western Air Defense Sector and two Colorado counties, Loughridge and other radar analysts plotted radar data and emergency locator transmitter (ELT) signal information onto maps, and the radar expertise guided rescuers to the thankful pair.

Or the time a PA-28 pilot flying over rugged Idaho mountains called mayday in the middle of the night

after the airplane's engine failed.

Loughridge created several three-dimensional graphics and search area predictions, and the airplane and pilot, still alive, were found inside the microscopic search area he defined.

In 2005, Loughridge helped with the rescue of

two glider pilots who crash-landed in California's San Gabriel Mountains near Los Angeles.

Superimposing a three-dimensional map of Southern California on his computer screen, Loughridge followed the glider's path and discovered the aircraft had come to rest on a mountaintop. He relayed the information to ground searchers, who found the pilots alive after they'd spent a night in sub-freezing temperatures.

For Loughridge, the real joy is here, in the rescue, which reunites families and extends lives.

"When a crash site is found, my emotions change. There is always relief, even though we may only have brought certainty and finality to the families.

"My tears, however, always come when I hear there is a survivor," said Loughridge. "I can barely remain still. I pace back and forth and I can barely focus, more from the emotion than the tears. I look at the real miracle that we in CAP have brought to the family. Somebody is coming home." ▲

*"When a crash site is found ...
I can barely remain still. I pace back and forth
and I can barely focus, more from the emotion
than the tears. I look at the real miracle that
we in CAP have brought to the family.
Somebody is coming home."*

— 2nd Lt. Guy Loughridge



BEHIND THE SCENES

By Donna Harris

Civil Air Patrol Capt. Robert Noble, an actor, commonly shares CAP duties with a lawyer, an investment banker, a scientist, a judge, a corporate CEO and a magazine editor as a member of the Clover Field Composite Squadron in Santa Monica, Calif. The Clover Field squadron was one of dozens of units from eight states involved in the search for Steve Fossett.

*Volunteers
provide
supporting
cast for CAP's
Fossett search*

R Robert Noble isn't really a doctor. He just plays one on TV. An actor by trade, Noble's portrayals run the gamut from composer Johann Sebastian Bach to Bubba, city inspector to Santa Claus. His roles are varied and diverse, just like the company he keeps. Noble recently found himself in a scene with a lawyer, an investment banker, a scientist, a judge, a corporate CEO and even a magazine editor. Any role is possible for a good actor, right? But in Noble's case, they weren't actors. They were real people, with real jobs and a common goal.

Noble, a captain with the Civil Air Patrol, was one of 100 volunteers who worked diligently to find millionaire aviator Steve Fossett when his borrowed single-engine Bellanca Citabria Super Decathlon disappeared in

early September.

Since joining the Civil Air Patrol after 9/11, Noble has made friends with people from all walks of life, he said. "It's as unlikely a bunch of people as you'd ever want to meet," he said.

The heart of the volunteer

He believes most CAP volunteers have an unseen force driving them.

"We have these unique skills and, as cliché as it may sound, we have to do something with them and we have to give them back," he said. "Whatever someone's talents are, they can be of use."

When he joined the Fossett search, Noble didn't care if he flew search planes or poured coffee, as long as he was contributing to the mission. "I told the incident commander, 'Tell me what I can do. I don't care if it's emptying trash cans. Let me be useful somewhere. I don't care where,'" he said.

Noble flew High Bird as a transport mission pilot, but spent the majority of his time involved with communications and base operations.

Though Fossett was never found, Noble feels the mission was a success because motivated, trained strangers came together for several weeks and worked together like a well-oiled machine. "These people did the job," he

said. "I was proud to be associated with them, and I will never forget them," he said.



Photo by Capt. Bill Adams, Colorado Wing

Lt. Col. George Mixon, Colorado Wing vice commander, operated ARCHER during CAP's search for Fossett. He also escorted fellow Colorado Wing member 2nd Lt. Guy Loughridge to Nevada for a meeting with radar experts.

Noble's friends in Civil Air Patrol are also his friends outside of CAP, he said.

Like Maj. Sam Seneviratne, an investment banker and ARCHER operator.

Seneviratne, a member of the Civil Air Patrol for 3 1/2 years, commands the California Wing's Clover Field Composite Squadron.

"The Civil Air Patrol is full of well-meaning, good-hearted people," Seneviratne said.

The Fossett mission reminded volunteers how important their individual contributions can be, he said.

"We are completely diverse in who we are as people," he said. "The glue that binds us together is the fact that we are all patriots. We stand for serving our country and our fellow citizens."

Search centered in Nevada

Initially, more than 60 Nevada Wing members and six aircraft were involved in the search effort. This expanded to include more than 100 CAP volunteers and 25 aircraft over the course of the search.

"I was a Colorado pilot, flying a Utah aircraft, from a Nevada mission base, with a California High Bird coordinating the Nevada- and California-based search aircraft."

—Lt. Col. Bob Beabout, Colorado Wing

“Our membership is drawn from people of all walks of life and with different talents. They come to CAP principally through a love of flying, through a desire to serve their communities in some fashion or for the cadet program activities,” said Lt. Col. E.J. Smith, Nevada Wing search leader.

Many members have flight training, but membership is not limited to that profession at all, she said. “There are many pilots, of course. But there are also law enforcement backgrounds, attorneys, teachers, financial analysts, parents, former military members, entrepreneurs and business and government employees,” she said.

While the members have diverse professional and educational backgrounds, their goals are similar. “As a general rule, CAP members are well-educated and well-trained,” she said. “We are all drawn to the service-as-volunteers aspect of the organization. We believe in our mission, and all come together to fulfill it with a lot of dedication.”

A well-laid search plan

Lt. Col. Bob Beabout of the Colorado Wing was impressed with the Nevada Wing’s mission coordination.

“I thought the mission was handled very professionally,” said Beabout, a retired military pilot and airline captain. “I was at Minden, Nev., and was impressed by the Nevada Wing keeping things short and simple, thus avoiding confusion.”

He said crews from various wings and regions operated together from different bases, yet stayed coordinated. “I was a Colorado pilot, flying a Utah aircraft, from a Nevada mission base, with a California High Bird coordinating the Nevada- and California-based search aircraft,” he said.

Lt. Col. John Desmarais Jr., deputy director of operations at CAP National Headquarters, said a mission like

Fossett’s requires people with various skills and abilities. “They come together as a team to make it happen, but it’s all about individuals bringing together their talents to do what’s right to help people in need.”

He said volunteers document every aspect of the search, including monitoring equipment, providing meals and tracking other volunteers.

“The rescue mission activities at the incident base are just as important as the people looking out of the airplane, scanning the ground for the target,” he said.

Lt. Col. George Mixon, vice commander of the Colorado Wing, is a retired Army veterinarian, yet for the Fossett mission Mixon operated the ARCHER system and escorted a radar expert to a meeting in Nevada.

Mixon joined CAP to “meet new people, do new things and contribute back to my community.”

Participating in this mission gave him that

opportunity. “I have experienced adventure I normally would never have had the chance to,” he said. “We tried our best to find him and lots of us risked our own life to do so.”

Second Lt. David Kuntz of the New Mexico Wing has similar thoughts.

Though typically a mission pilot, Kuntz was an ARCHER operator for the Fossett mission. His day job is as a mechanical engineer working for the U.S. Department of Energy.

“CAP has provided me with the opportunity to help our community and country in ways that otherwise would not be possible. The people I work and fly with compose an extremely dedicated and capable group of individuals. It is a privilege to fly with each and every one of them,” he said ▲



Maj. Sam Seneviratne commands the California Wing’s Clover Field Composite Squadron, which devoted more than 800 hours in support of the Steve Fossett mission.

Photo by Lt. Col. John C. Jay, California Wing

Missing Toddler Found Safe

North Carolina Wing
Contributes To Rescue

After wandering away from his North Carolina home, circled, 23-month old Connor Cummings traveled two miles before being rescued. Members of the North Carolina Wing assisted with the search, which ended 27 hours after the toddler's disappearance.



Photo by Lt. Col. Jeff Willis, North Carolina Wing

By Anne Bradshaw

I

It only took a moment of curiosity for 23-month old Connor Cummings to wander off into the wooded terrain of his Oxford, N.C., backyard, accompanied by his yellow golden retriever, Sandy. Within 27 hours of his disappearance, he was found alive thanks to hundreds of volunteers, including 19 members of the Civil Air Patrol's North Carolina Wing.

"When we got the call, my heart went into my throat," said Lt. Col. David E. Crawford, mission incident commander. "There was suspense in the room. When a small child wanders away, almost always it's not going to turn out well.

"There was a pond in the area and everybody was concerned about that," he said.

The toddler disappeared about

6:30 p.m. on June 29 as his mother, Teresa Cummings, fed the family's dogs at a kennel behind their white, two-story home on Jack Adcock Road. He was wearing a jumper, a diaper and a pair of sandals.

The wing was called to assist other emergency service providers and local citizens, including volunteer dog trainers, at 11 a.m. the next day. After flying two sorties for a total of 5 1/2 hours, the aircrew — Lt. Col. Jeff Willis, mission pilot, and Maj. Matt Mickelson, mission observer — spotted the retriever, a heart-wrenching discovery that contributed to the child's rescue.

"When we spotted the dog, we radioed CAP's incident command post, which was co-located with the overall Incident Command," said Willis. "Shortly afterwards, a single bark was heard by volunteer searchers on the ground. Within 15 to 20 minutes, there was a call on the Public Safety Network that the child had been found."

Connor Cummings was sitting on a stump next to his faithful dog, Sandy, who had never left his side. He was barefoot and almost two miles away from his home.

"When I heard he was found, you can't imagine my relief," said Teresa Cummings. "It's undescribable."

Cummings, along with her husband Jeff and as many as 450 volunteers, had searched the woods

After disappearing just two weeks before his second birthday, Connor Cummings was found safe with his faithful golden retriever, Sandy, inset, by his side.



near their Oxford home, combing the dense briars and brush for signs of Connor and Sandy. "We were amazed at the outpouring from the community," said Cummings. "There were 150 searchers at our house."

Trained search dogs and their handlers and trailers full of horses and all-terrain vehicles also joined the search while a Civil Air Patrol plane circled overhead.

Volunteers were preparing for a second night search when word came that Connor and Sandy had been found.

Connor returned home with a few scratches, diaper rash and "a raging case of poison ivy," according to his mother, who still doesn't know how he managed to wander

so far away. "There's no telling where he went," she said.

Since the ordeal, Connor has celebrated his second birthday. "He's growing like a weed, no worse for the wear," said Teresa Cummings, "and life is still full of adventures, meant to be lived every day."

But she doesn't worry, as long as Sandy is around. "That's Connor's guardian angel. ... She just has four legs and a tail," she said, "but Sandy doesn't let him get out of sight."

"This is the second mission I have been involved in where the search for a missing child has been successful," said Crawford. "It is a real honor to be able to take part in search missions such as this one, especially when they turn out the way Connor's did." ▲

AVCOMM Means Clear Audio Communication Systems

The First OEM FLITELite Headset **NEW!!**



AC-910FL

- Patented PNR™ audio technology and full spectrum stereo response
- Ultra-lite Neodymium speakers
- M65 microphone with "active filtering" chip
- Full flex boom
- Built-in push-to-talk
- Mono-stereo switch built into the cord
- Each ear cup features an independent volume control
- Deluxe comfort package with deluxe gel ear seals
- Full five-year warranty

AVCOMM's exclusive patented PNR™ (passive noise reduction) audio technology provides a dramatic reduction in annoying inner ear cup vibrations while increasing noise attenuation and decreasing headset weight for added comfort. Revolutionary speakers combined with an advanced installation technique deliver audio performance that is simply outstanding. AVCOMM Headsets have all undergone rigorous testing and have been certified 24dB NRR to provide reliable performance and to meet the demands of today's professionals.



Go to www.avcomm.com for details, or call **800-845-7541**

AC-300

Superior Features and Design



AC-747

Converts easily from general aviation to helicopter use



AC-200

Incredible voice clarity



PILOTS, STUDENTS, TEACHERS
AND ALL CIVIL AIR PATROL MEMBERS
AVCOMM PROUDLY SUPPORTS THE CAP
LOCAL AND NATIONAL MISSION

© 2007 Avcomm International, Inc.

Salutes
the
Civil Air Patrol
and
Wreaths Across America
Saturday, December 15, 2007

Offering bachelor and associate degrees in
engineering, technology, management,
and aviation.

Vaughn College
of aeronautics and technology

86-01 23rd Avenue Flushing, NY 11369 1.866.6VAUGHN www.vaughn.edu



WIRELESS CENTER



A FREE Companion Airline Ticket can be yours!

When you purchase a new wireless calling plan from the CAP Wireless Center for Members!

Purchase a new post-paid wireless calling plan from any wireless carrier at the CAP Wireless Center and receive a free round-trip air flight companion ticket voucher. This does not apply to renewals, add-on lines, pre-paid calling plans, accessories or content. Please allow 45 days for receipt of voucher.

FREE Phones for CAP Members!

As a CAP member you can qualify for free phones and accessories on selected products and savings up to \$100 on your next phone at the CAP Wireless Center. Choose from a huge selection of wireless carriers, cell phones and accessories. You'll get the same great rate plans from the carrier you select, plus a better phone at a better value than you would walking into a retail store.



- Exclusive promotions not available in any store or website.
- Compare all the available cell phones and plans side-by-side.
- A 30-day risk-free satisfaction guarantee and a 7-day money back guarantee with a full refund and no restocking fee on all phones and accessories.
- Fast, free Fed-Ex shipping on all phone orders.
- Fast, easy and no waiting in lines at the local store.



Go to www.capwirelessonline.com
or call 866-416-3060 now!



THANK A VETERAN

Sponsor a “Wreaths Across America” Wreath

Wreath-laying ceremonies
will take place Dec. 15
at state and federal cemeteries
nationwide and overseas

Proceeds will benefit CAP
and the goodwill will benefit America

For more information, go to www.cap.gov/donate

Rocky Mountain Rescue

CAP aircrew finds lost couple

*By Neil Probst and
Capt. Brian Smiley*

Friends and family of Terry and Marion Jones greet the couple as they walk out of Roosevelt National Forest. They had survived on forest food until a Civil Air Patrol aircrew spotted them.



Photo by R.J. Sangosti/ The Denver Post

Lost hikers Terry and Marion Jones of Fort Collins, Colo., had been stuck deep in the Colorado Rockies for five days, and they were desperate.

They were out of water and living off wild mushrooms, berries and rose hips. Tall pines, steep cliffs and jagged rock surrounded them.

What began as an adventure turned into a nightmare on Labor Day weekend in the vast Rocky Mountain National Park when they lost a poorly marked trail in the rugged north end of the park near the Poudre River.

From a distance, everything seemed normal. The beauty of rugged mountains overlapping all the way to the horizon under an azure sky, partially covered by billowing white clouds, painted a tranquil scene. But not for the Joneses. Their two forms were all but invisible in the broad expanse of wilderness.

Earlier, a helicopter had passed beneath their camp site as it searched the canyon immediately below them.

The couple knew they were on a ridge in Roosevelt National Forest immediately above Big South Canyon, but descent through the steep, jagged walls was not an option. The magnificent Poudre River below, cascading from its headwaters at 13,000 feet on the Continental Divide, weaved like a rope around them, holding them captive.

"At times we were looking down on the helicopter yelling and

screaming, but they just couldn't see us. This was probably the most difficult time for us," said Marion Jones.

Still, the couple knew their best option for being rescued was to stay put and build a campfire to draw attention to their location.

When There's Smoke ...

On the third day, Lt. Col. Dick Sargent and Capt. Bruce Hertelendy and Sy Jenkins of the Colorado Wing's Jefferson County Squadron lifted off from Rocky Mountain Metropolitan Airport in a CAP Cessna 182.

The pristine, dense forest and rugged terrain at 12,000 feet above sea level made it a challenging, high-altitude search for any aircrew. Fog en route and turbulence further complicated the mission. But minutes after entering their assigned search

grid at the north end of Rocky Mountain National Park, the crew spotted something suspicious.

"We thought we saw a reflection, like a signal mirror, to the east of us. We moved toward what ended up being the reflection from a pond, but then we spotted smoke nearby," Hertelendy said.

"We lost sight of the smoke for awhile but flew over the area to check it out further. That is when we spotted someone vigorously waving a white cloth," he said.

A CAP Cessna 182 passes back and forth over the area where a wing aircrew spotted lost hikers Terry and Marion Jones.



Photo by R.J. Sangosti/ The Denver Post



Lt. Col. Dick Sargent



Capt. Bruce Hertelendy



Capt. Sy Jenkins



Grateful Hearts

About the time the Joneses had eaten all the forest food their stomachs could tolerate, relief had come at last.

“Around 10 in the morning, we saw the airplane north of us flying east to west. It appeared they had seen the smoke from our signal fire when they made their turn to the

south,” said Terry Jones.

“To have the plane start to circle us was about the best thing we could have imagined,” he said.

Shortly after the first aircrew made contact with the couple, incident commander Lt. Col. John Mitchell launched a second CAP Cessna 182 from the wing’s Black Sheep Squadron to relieve the

The scenic reaches of Roosevelt National Forest were little comfort for Terry and Marion Jones, except for the berries and mushrooms (inset) the woods offered to keep the hikers alive.

Jefferson County crew. From the air, observer Lt. Col. Jim Jenkins, pilot Maj. David Hurtado and scanner

“*We lost sight of the smoke for awhile but flew over the area to check it out further. That is when we spotted someone vigorously waving a white cloth.*”
— Capt. Bruce Hertelendy

Capt. Mikhail Belov helped search-and-rescue ground teams from Park and Larimer County pinpoint the couple.

"About an hour later we heard a barking dog. To the east of us, coming from Zimmerman Trail, was a two-man, one-dog search party," said Terry Jones.

The German shepherd hurried ahead of his handlers, said Terry Jones, recalling the dog that had a "tractor beam for them" in its nose.

Both aircrews praised the coordination between rescuers above and below.

"Ultimately, the ground teams

had the hardest job negotiating extremely rugged terrain to get to the lost hikers," said Jenkins.

Sargent praised wing pilots Col. Hap Burnham and Lt. Cols. Howard McClure and John Butler for preparing aircrews for these type missions.

"With the foundation they have built for us, when we go up to the mountains, it is just a routine thing, no big deal. The point is we were prepared," he said.

Just Reward

That preparation earned the wing two search-and-rescue saves

from the Air Force Rescue Coordination Center, based at Tyndall Air Force Base in Florida, for taking part in the potentially life-saving rescue of the Joneses.

Especially pleased was Wing Commander Col. Greg Cortum, who said the wing searches for about 20 people each year, particularly hikers and hunters. Last winter, the wing received national recognition for massive search efforts during snowstorms that struck the state. Aircrews located several stranded motorists, about 20 semitrucks and herds of lost livestock marooned by deep snow throughout eastern Colorado.

"And now this rescue; it has been a busy year," Cortum said.

"There are many, many people who go missing. Sometimes they self-recover. Sometimes they're never found. Sometimes they're found and deceased. But this is the best, when they're found alive," he said. ▲

Colorado Wing Lt. Col. John Mitchell contributed to this story.

Photo by RJ Sangosti/ The Denver Post



Marion Jones raises her arms in joy as she and her husband, Terry, right, emerge from the wilderness that had engulfed them for five days. Below, she waits and hopes searchers will rescue them.

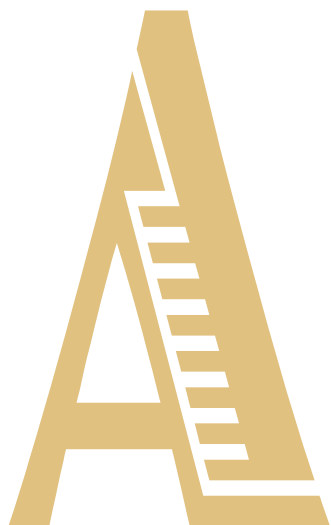


A history in **rare photos** highlights
Civil Air Patrol in **World War II** and
Cold War years, now available
from Turner Publishing



Courtesy of Historical Society of Palm Beach County

Capt. Vernon Hickman, left, commander of a southern liaison patrol unit in Texas, shows how he feels about a crashed CAP Stinson. Above, a Civil Air Patrol crew walks the flight line at Coastal Patrol Base 3 in Lantana, Fla.



A photographic remembrance of General Aviation pilots fighting enemy submarines off U.S. coasts is now available in “Missions for America ... For 65 Years” by Turner Publishing, America’s premier publisher of military histories.

Commissioned in 2006 for the 65th anniversary of the Civil Air Patrol, the 160-page work includes photography from many of the 21 CAP anti-sub bases comprised of volunteer civilian pilots and their aircraft during the first 18 months of the war. “Previously unpublished or unseen for decades, these rare photos — shot by CAP subchasers — document life at CAP anti-sub bases from Maine to Mexico,” said Drew Steketee, who authored and photo-edited the book.

This rare photography of World War II CAP Coastal Patrol was derived primarily from the collection of the late Col. Lester Hopper of Algiers, La., then CAP’s national historian, who gathered photography from World War II CAP veterans in the 1980s. The Hopper Collection was preserved through arrangements made by the CAP Historical Foundation in the late 1990s; otherwise, it would likely have

been lost in Hurricane Katrina.

"Missions for America... For 65 Years" also pays special attention to Civil Air Patrol in Cold War years and the 1960s/1970s — a period when many members of today's aviation community were active CAP members or cadets.

"Civil Air Patrol played a large role in the General Aviation community and the U.S. military after World War II," said Steketee. "'Missions for America' includes sections on the CAP cadet program, support of the early space program and military recruiting and postwar Civil Defense functions during the Cold War nuclear threat."

A special section also focuses on CAP in popular culture, from its depiction in World War II commercial advertising to posters, books, artwork and even comics and cartoons.

Another section highlights the early role of women in Civil Air Patrol, from flying to command positions. Women made up some 20 percent of CAP at the end of World War II; they began to assume major command roles soon afterward.

Also included is the evolution of CAP aircraft from 1930s-era member-owned airplanes to surplus WWII liaison planes and Vietnam-era Army/Air Force surplus to today's 530-strong corporate-owned fleet of mostly late-



CAP members discuss a mission in the ready room of Coastal Patrol Base 17 at Riverhead on Long Island, N.Y.

model Cessnas.

"Having entered CAP in 1944, I found CAP's commemorative book a great trip down memory lane," said current CAP national curator Lt. Col. Bill Schell. "It brought back fond memories of fine times and wonderful people."

Thanks to Schell's collection, the book also depicts development of CAP uniforms and heraldry, as well as the nationwide 1946 series of CAP/military air shows celebrating postwar U.S. air power (and the first U.S. jet fighter) during the debate over an independent U.S. Air Force.

Additional features highlight Civil Air Patrol search-and-rescue over the decades, new technology in current operations, plus CAP's unsung role in homeland security since 9/11. Included are actual photos from CAP's Sept. 12, 2001, photo mission over the World Trade Center for New York state officials — the first low-altitude fixed-wing mission over the disaster site.

Steketee is founder of the CAP Historical Foundation, former president of the BE A PILOT Foundation and former senior vice president of the Aircraft Owners and Pilots Association.

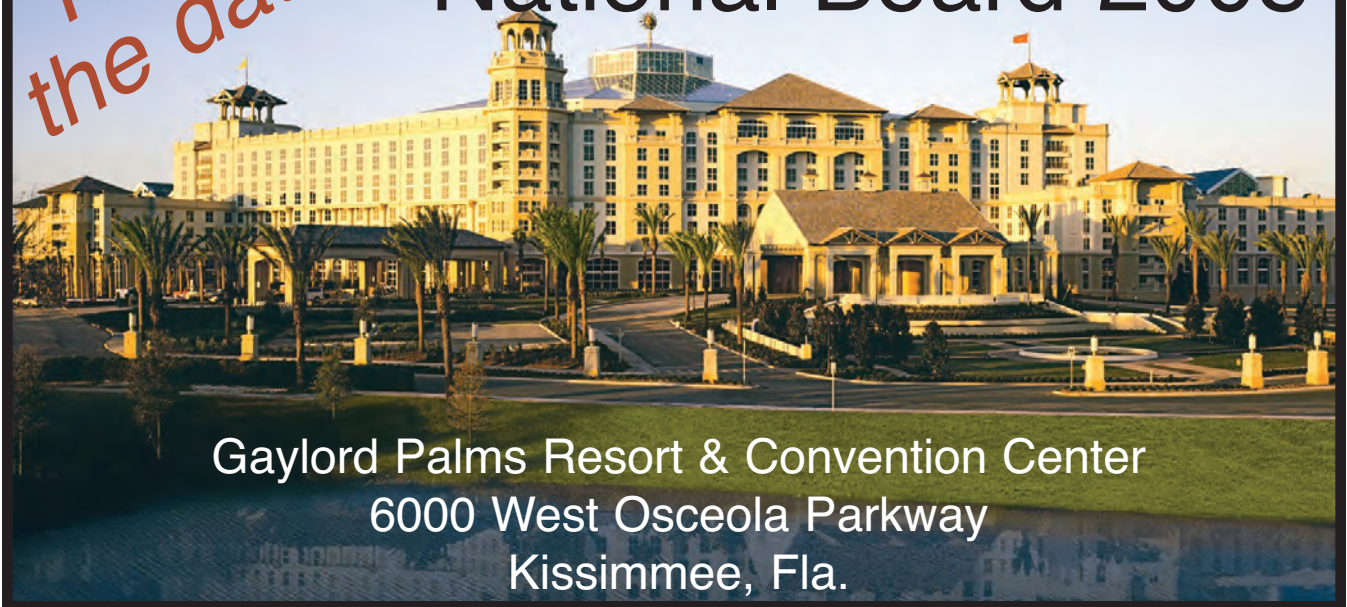
Copies are available for \$42.95 plus \$6.95 shipping and handling by calling 1-800-788-3350 or visiting www.caphistorybook.com. ▲



A woman CAP pilot is captured in this vintage World War II photo.

Keep
the date!

Wednesday, Aug. 6 - Saturday, Aug. 9
National Board 2008



Gaylord Palms Resort & Convention Center
6000 West Osceola Parkway
Kissimmee, Fla.

DeVore Lights

Before

EC-145

Tel-Tail Floodlights
Clam Shell Door

Before

After

After

The Lights that Make you SAFER in the AIR and on the Ground

www.devoreaviation.com

1-505-345-8713

1-505-344-3835

HOW THE TOUGH GET GOING.

Law enforcement duties. Military missions. Commercial operations. Emergency services. Every day, Cessnas take on tough special-missions applications. Including many life-critical situations. After all, serious professionals around the world know that our remarkable aircraft deliver the robust, forgiving characteristics and performance edge it takes to get the job done right. Serious capability. Just one of 43 reasons that Cessna is synonymous with airplane. CessnaREASONS.com/219

CESSNA
REASON

#**20**



80 years: One Sure Thing®



For more information, call 1-800-622-7690.

Highest award for cadets who complete all phases of the CAP Cadet Program and the Spaatz award examination. (Only about one-half of 1 percent of CAP cadets achieve this award.) The cadets listed below received their awards in July and August.



Second-highest award given to senior members who complete Level IV of the CAP Senior

Member Training Program. The officers listed below received their awards in July and August.

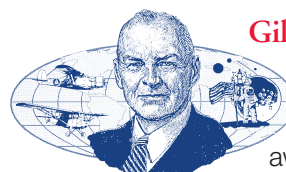
Maj. Robert Mitchell Allison	AR
Maj. James H. Matthews	AR
Maj. Martha A. Farley	AZ
Maj. James L. Nova	AZ
Lt. Col. Brian N. Ready	AZ
Lt. Col. Brian K. Billing	CA
Maj. John W. Boyle	CA
Lt. Col. Randall F. Gibson	CA
Maj. Charles F. Guthmann	CA
Maj. Jerry L. Hays	CA
Maj. Joerg R. Hepprich	CA
Maj. Richard J. Holmstrom	CA
Lt. Col. Sharleen L. Jordan	CA
Capt. Richard A. Nelson	CA
Lt. Col. Robert L. Johnson	CO
Lt. Col. Jeffrey A. Mueller	CO
Master Sgt. Cynthia S. Smith	CO
Maj. Judith A. Levitch	FL
Maj. Thomas W. McBroom	GA
Capt. Walter E. Scott	GA
Maj. Stephen A. Soeda	HI
Capt. Roger W. Elliott	IA
Maj. Steven J. Handler	IL
Capt. David K. Harness	IN
Col. Warren M. Reeves	IN
Maj. Joel H. Evans	KY
Maj. Glenn S. Wood	LA
Maj. Glenda D. Belden	MA
Maj. John S. Flaherty	MA
Maj. Eric W. Tiso	MD
Col. Gerard W. Weiss	MD

James J. Hurley
Cameron Y. Phillips
Devon F. Spencer
Steven C. Mellard
Zachary E. Kohl
Maria T. Marengo
Syed Mohammed Karim
Joanna S. Weiss
Charles C. Cox
Robert A. Nolt
Matthew J. Postupack
Lauren W. Ostrov
Sydney J. Chamberlin
Daniel B. Lamb
Benjamin A. Chase

Maj. Kenneth S. Knightly
 Maj. Merrie C. Knightly
 Maj. Randy W. Carrels
 Maj. Betty L. Dumont
 Maj. William L. Dumont
 Maj. Paul E. Himelhoch
 Maj. John J. Johnson
 Maj. Rita M. Michalek-Carrels
 Maj. Gerald P. Rosendahl
 Maj. Chet A. Wilberg
 Master Sgt. Michael A. Mudry
 Maj. Kenneth J. Pollock
 Capt. David L. Oldham
 Maj. Rand M. Sanders
 Maj. Jason P. Johnsen
 Maj. Barbara J. Nitz
 Col. Robert Diduch
 Maj. Charles A. Freeman
 Maj. James L. Shaw
 Lt. Col. Patrick W. Carlton
 Capt. Thomas J. Cooper
 Maj. Robert P. Hartigan
 Capt. Daniel M. Stallard
 Lt. Col. Linda Steel-Goodwin
 Maj. Joe H. Cavett
 Lt. Col. Debora C. Spencer
 Lt. Col. Donald L. Vanalstine
 Capt. Vivi R. Wells
 Maj. Alex M. Bodnar
 Capt. Sandra E. Brandon
 1st Lt. Annette M. Carlson
 Maj. Evenaida Rodriguez
 Maj. Michael J. Mouw
 Maj. Tracy D. Scantland
 Maj. Fred (Darrell) D. Sexton
 Capt. David S. Crymes
 Maj. Michael A. Hopkins
 Maj. Gary A. Nussey
 Maj. Garrett L. Sager
 Capt. John R. Bittinger
 Maj. John M. Lange
 Maj. Carl A. Limback
 Lt. Col. John E. Pace
 Maj. Timothy B. Slater
 Lt. Col. Robert V. Mills

AZ
AZ
FL
GA
ID
IL
MD
MD
MN
PA
PA
TX
UT
VA
VT

ME
ME
MI
MI
MI
MI
MI
MI
MN
MN
MO
MS
NC
NC
NE
NE
NER
NH
NHQ
NV
NV
OH
OH
OH
OK
OK
OK
OR
PA
PA
PA
PR
SD
TN
TN
TX
TX
TX
TX
WA
WI
WI
WI
WI
WI
WV



Highest
award given
senior members

who complete Level V of the U.S. Civil Air Patrol Senior Member Training Program. (Only about 5 percent of CAP senior members achieve this award.) The officers listed below received their awards in July and August.

Lt. Col. Daniel C. Lukensow	CO
Lt. Col. Edward D. Phelka	CO
Maj. James D. Howell	GA
Col. Gerard W. Weiss	MD



Second-highest award for cadets who successfully complete all Phase IV requirements of the CAP Cadet Program. The cadets listed below received their awards in July and August.

Brian A. Slater	AK
Rene E. McCoy	CA
Tyler J. Olsen	CA
Everett P. Hill	CT
Chris W. Merida	DE
Jason W. Fontenot	FL
Tyler H. Hiatt	FL
Richard P. Stadlemaan	FL
Christina A. Zarrilli	FL
Paul C. Owens	GA
Fumiko E. Hedlund	HI
David M. Spilling	MI
Lesley D. Smith	MO
Alexis V. Lund	MT
Peter L. Barnes	NC
Kelly A. Weeks	NC
Joseph L. Williams	NE
James Ridley	NY
James D. Evans	OH
Alex J. Wells	OR
Brian E. Hrycko	PA
Sacha M. Mane	PR
Andrew J. Theismann	TX
Thomas J. Wright	TX
Jacob A. Elphree	VA
Houston W. Pve	WA

Be an aviation leader...
in the hangar, in the cockpit, in the corporate office.



Learn from world-class educators in:

- Aeronautical Technology
- Aviation Management
- Professional Flight

www.purdue.edu/technology/at
atinfo@purdue.edu
(765) 494-5782
EA/EOU



PURDUE
UNIVERSITY
COLLEGE OF TECHNOLOGY

2008 Scholarships

APPLICATION FORM. E-mail a completed CAPF 95 application for CAP scholarship to cadets@cap.gov Subject Line: Scholarship App. Endorsements by squadron and wing commanders should be sent by separate e-mail or as e-mail attachments.

SUPPORTING DOCUMENTS. You may include a document, not longer than two pages, in resume format detailing any academic, community or CAP activities not covered by the CAPF 95.

You may also include one letter of recommendation from a source other than a parent or family member regarding your academic abilities, leadership and character.

If you are applying for a flight scholarship, include a statement or description of how you will spend your scholarship.

Transcripts, test scores, etc., are only needed if you are selected to receive a scholarship

DEADLINE. Dec. 31, 2007.

Late and incomplete applications will not be considered.

Program descriptions are available at cap.gov/scholarships.

NOTE: Procedures have changed



Preferred Airparts
Chosen for value and service



7-Million new (nos) parts in stock for you!

New (nos, new old stock) parts for most general aviation aircraft from light singles to corporate and commuter, including singles and multi-engine, piston, turbine, jet and helicopter.
It's worth your effort to check our stock often and it's so easy!

- **Airframe Parts** - New (nos) parts for most aircraft, light singles to corporate and commuter, including ag and experimental.
- **Engine Parts** - 10,000 P/N of Continental and Lycoming, most new parts are 50% off, also a growing stock of turbine and jet engine parts
- **Propellers** - See a list of props and blades at www.preferredairparts.com/props.htm
- **Helicopter** - New parts for many makes, piston and turbine.
- **Warbird** - See warbird specific parts at www.preferredairparts.com/warbird.htm
- **Hardware** - 12,000 part numbers, at 40% off. We have everything imaginable and more!
- **Wheels/Brakes** - Wheels, brakes and parts for all makes, including tailwheels. No kits
- **Lighting** - Interior/exterior light units, bulbs, lenses, power supplies. Over 10,000 GE bulbs at **85% discount!**

For all these parts and more, contact us or check stock at

www.preferredairparts.com

We Buy Worldwide!



Inventories of new parts, and tired or damaged Cessna Twins, Caravans, and Citations.

Preferred Airparts, LLC

Div. of JILCO Industries, Inc.
11234 Hackett Road, P.O. Box 12
Kidron, Ohio 44636 USA

800-433-0814 US & Canada

Tel. 330-698-0280 - FAX 330-698-3164

E-mail: sales@preferredairparts.com



Great Lakes

Wisconsin Wing enjoys busy Aerospace Education Weekend

WISCONSIN — When the Wisconsin Wing's Southeast Group held its annual Aerospace Education Weekend at Whitman Regional Airport in Oshkosh, more than 100 senior and cadet members turned out for the event.

CAP corporate vans were used to transport members to Oshkosh, which made for quite a sight — a dozen white, gleaming vans headed in convoy down the highway.

Participants attended classes on a variety of aerospace-related subjects, weather and safety. They built paper and balsa wood airplanes, kites and model rockets and faced off in competitions that judged which went the fastest, farthest and stayed aloft the longest. Some members participated in a tour of the nearby Experimental Aircraft Association Museum, where they competed in a scavenger hunt. The itinerary included orientation flights for cadets and observer flights for senior members, with wing aircraft totaling 24 mission flight hours and 15 orientation flight hours.

>> Lt. Col. Connie King



Photo by Lt. Col. Connie King, Wisconsin Wing

Cadet Senior Airman Alexander Nisbet, left, of the Waukesha Composite Squadron and Cadet Airman James Hicks of the Racine Composite Squadron wind up a rubber band on a Delta Dart balsa wood model airplane before sending it soaring in competition.

Middle East

N.C. cadets help raise funds to support troops

NORTH CAROLINA — Cadets from the Raleigh-Wake Composite Squadron pitched in to support Hope Lutheran Church's "Support Our Troops Team," an annual fun run and walk fundraiser held in Wake Forest. The team raises money each year to support troops at home and abroad through:

- Fort Bragg's Fisher House, a comfort home for family members of hospitalized soldiers.
- Camp Lejeune's Wounded Warriors Barracks for recovering Marines.
- Operation USO Care Package, which sends a variety of personal items, cards and letters to military serving overseas.

When participants passed the Wake Forest Veterans Memorial, the squadron's color guard joined the runners and walkers in paying their respects to those who made the ultimate sacrifice for their country by presenting the colors with taps. >> Maj. Al Therriault



Photo by 2nd Lt. Sam Brandt, North Carolina Wing

The Raleigh-Wake Composite Squadron's color guard, from left, Cadet Tech. Sgt. Seth Hall, Cadet Chief Master Sgts. W. Ross Hertzler and Stephen Coogan and Cadet Senior Airman Victoria Rimmel, present the colors at Wake Forest Veterans Memorial during a run/walk held to raise money to support troops.

North Central

North Dakota cadets participate in activity for military families

NORTH DAKOTA — Magic City Composite Squadron cadets participated in Operation Heroes at Minot Air Force Base, an activity in which military spouses and children experience a mock deployment. Some 250 families, including 150 children, participated in the event.

Along with setting up a display booth to talk to participants about CAP, the cadets designed and implemented an aerospace airplane-building activity for children, created posters to welcome troops at the post-deployment barbecue picnic and visited airmen and officers to learn about Air Force careers. They tried on chemical gear, operated the explosive team's robotic cameras, were exposed to B-52 life-support equipment and saw weapon demonstrations presented by security forces.

The cadets are working to earn CAP's Volunteer Service Ribbon by completing 60 hours of community service. In addition to this event, their volunteer service so far includes serving pancakes at an air museum fly-in breakfast, marshaling aircraft for the Northern Neighbors Day Air Show at Minot and waxing a vintage P-51 Mustang in preparation for the Gathering of Mustangs and Legends in Columbus, Ohio. >> Maj. Rebecca Sundhagen



Photo by Maj. Rebecca Sundhagen, North Dakota Wing

Cadet Staff Sgt. Miles Way helps an Operation Heroes participant and his daughter build an airplane using sticks of gum, candy lozenges and rubber bands.

Northeast

New Jersey cadets, senior members soar in gliders

NEW JERSEY — Cape May County Composite Squadron's weeklong ground and flight instruction in glider aircraft attracted participants from across the wing.

The teamwork of four Cape May County squadron officers — Capts. Thomas Callahan and Richard Fellows and 1st Lts. Ed Wuerker and Clark Lunsford — and two New York Wing fliers, Capt. Shlomo Zelkine of the Falcon Senior Squadron and Lt. Col. Jack Hosp of Central New York Group Headquarters, made it possible to fly more than 77 flights. Of those, more than 40 were orientation flights.

Many of the cadets experienced their first flight in an airplane and a glider. Cadet Airmen Emma Rubin and Kyle Hoffman of the Pineland Composite Squadron completed all five of their glider orientation flights. In addition, senior members, along with one cadet who completed his orientation flights, gained more advanced training. >> 2nd Lt. Sandra Kooker



Photo by 2nd Lt. Sandra Kooker, New Jersey Wing

1st Lt. Clark Lunsford of the Cape May County Composite Squadron goes over preflight instruction with Cadet Airman Emma Rubin of Pineland Composite Squadron.

Pacific

California squadrons help build houses for Mexican families

CALIFORNIA — Cadet and senior members from Simi Valley Challenger Cadet Squadron 1986 and Capt. Jay Weinsoff of Cadet Squadron 3 took hammers, nails, saws and siding in hand on a warm Saturday morning as they joined together for a community event called "Ensenada Outreach." Organized by The Church at Rocky Peak in Chatsworth, Calif., the volunteers built six small, basic houses for a half-dozen families in need in Ensenada, Mexico, about 70 miles south of San Diego in the upper Baja Peninsula. Some of the families were living in houses made from scrap plywood, cardboard or whatever scrap materials they could find.

Working in the church's parking lot, the California Wing members helped build a wall, roof and floor panels. Those components and others were trucked across the Mexican border and assembled in Ensenada for their new tenants. >> Sr. Mbr. Michael Parsons



Photo by Sr. Mbr. Michael Parsons, California Wing

Staff Sgt. Christopher J. Rouse of Simi Valley Challenger Cadet Squadron 1986 nails siding onto one of the houses members of his squadron and the Capt. Jay Weinsoff Cadet Squadron 3 helped build for needy families in Mexico.

Rocky Mountain

Colorado cadets keep water flowing

COLORADO — When members of three cadet squadrons — Foothills, Parker and Mustang — spent three days at Bandimere Speedway near Denver for the Hot Rod Association's PowerAde-Mopar Mile High National Drag Races, they weren't there for fun and games. The weather was hot and the sun relentless, and CAP was on hand to ensure guests got enough water. Operating the water tables on both sides of the dragstrip, the cadets gave away nearly 900 gallons.



Photo by Capt. Michael D. Lawson, Colorado Wing

With sold-out crowds exceeding 23,500 for each of the three days, the Colorado Wing had its hands full. At times, guests were drinking water as fast as cadets and senior members could fill their glasses from two 5-gallon bottles of water donated by Deep Rock. >> Capt. Michael D. Lawson

Cadets try out the quarter-mile Bandimere Speedway dragstrip.

Southeast

Florida Wing hones emergency expertise through FEMA training

FLORIDA — Florida Wing senior members and cadets joined representatives of other emergency response agencies for a recent weekend at Florida Fire College near Ocala, going over interagency operations in a joint-training event, a first for the wing. In 16 hours of training and tabletop exercises, about half of the 44 participants completed the Federal Emergency Management Agency's "Intermediate Incident Command System for Expanding Incidents" course; they also learned to organize and manage large and complex incidents and events using the Incident Command System.

Other students were immersed in such courses as "Introduction to Incident Command System," "ICS for Single Resources and Initial Action Incidents," "National Incident Management System, an Introduction" and "The National Response Plan." After passing all FEMA exams, the students attended classes covering CAP Mission Staff Assistant and Liaison Officer mission qualifications.

Members of the Tallahassee and Leesburg composite squadrons and Group 2 Headquarters coordinated the training session and taught as co-instructors alongside professional emergency management educators. At the request of the other organizations' representatives, the weekend also included a presentation by the Florida Wing's chief of staff for operations, Lt. Col. Christian Moersch, on CAP history, missions and capabilities.

National Incident Management System training is important to CAP because FEMA is requiring NIMS and ICS training for all response agencies and organizations before allowing them to respond in emergency situations. Most groups with a disaster or emergency response role are striving to get their members certified to avoid losing federal funding or not being allowed to deploy. >> Capt. Gene Floyd

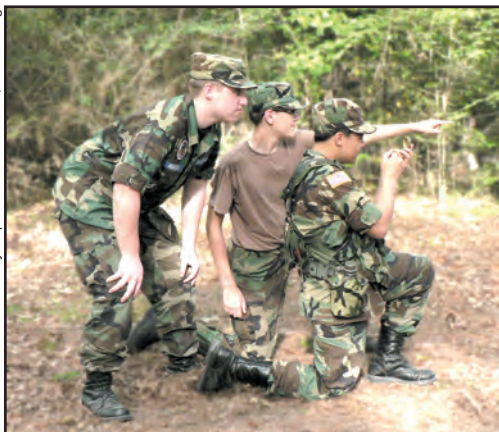


Photo by Capt. Gene Floyd, Florida Wing

1st Lt. Jeffrey Middleton of the Central Florida Composite Squadron and Cadet Airman Josiah Saly of the Tallahassee Composite Squadron complete FEMA coursework involving the agency's Incident Command System.

Southwest

Photo by Capt. Glenn Shellhouse, Texas Wing



Cadet 1st Sgt. Tony Rodgers observes as Cadet Airmen Matthew Burrell and Jacob Romero use a compass to establish a cross-country navigation course.

Romero said. "The instructor put us in a simulated survival situation, then we had to react, make decisions and figure out what items were most important to us." The survival theme was a change for the cadets, whose training often focuses on search and rescue techniques. "We are usually asked to go out and find someone. This time, we worked on finding ourselves," Cadet Airman Jamie Paul observed. >> Capt. Glenn Shellhouse

Texas cadets adjust focus from rescue to survival

TEXAS — Marauder Composite Squadron cadets spent a recent weekend sharpening their survival skills, studying case histories of actual survival situations and practicing survival basics and land navigation. Field exercises included fire building, pace counting, signaling, identifying poisonous plants and snakes and constructing a solar still. The cadets also held hands-on workshops on avoiding urban violence and practical self-defense.

The course contained many elements from the "Survival, Evasion, Resistance and Escape" course taught by the U.S. Air Force. Cadets studied actual survival situations and their outcomes and took part in a simulated situation in which they were compelled to make survival decisions in a team setting.

"We learned how to react to the situation," cadet Jacob

WHY PAY RETAIL?

(of \$230)

*Special offer to CAP Members
Leather Jackets to comply with new
uniform regulations CAPM 39-1
dated March 15, 2006

www.airborne-leathers.com

Buy
Wholesale
\$99⁵⁰

"Unbelievable Quality"
Alan W. Reese
President
388 Bombardment
Group

SAVE MORE
Call for
group orders
of 5 or more
\$90⁰⁰ ea.

- Made of Genuine Leather
- Epaulets
- Dual Entry Front Pockets
- Inside Chest Pocket
- Poly-Cotton Insulate Lining
- Knit Cuffs and Waistband



Same Day Shipping
Call 1-800-247-9501
9-5 EST Mon - Fri. TOLL FREE
30 Day Refund or Exchange!

**Contact us to
discuss group orders**

We are available to answer
your questions and look
forward to giving you the
personal service you deserve.

Current Customers include:
U.S. Coast Guard
Lockheed Martin
Dover Air Force Base
Liberty Helicopters
Lufthansa

AIRBORNE LEATHERS

20 CHARLES ST. • NORTHVALE, NJ 07647 OR FAX TO: 201-767-9978

AIR FORCE A-2 Black	chest size	36-38	39-41	42-44	46-48	50-52
	regular	S	M	L	XL	2XL
	TALL Over 6'	-	-	LT	XLT	2XLT

\$99⁵⁰

\$109⁵⁰

Grand Total

S&H	Total Units	Total \$
\$10 ⁵⁰ per Jacket		

Note: (S&H non-refundable)

NAME (Last, First) _____ Telephone (Include Area Code) _____

ADDRESS (No. and Street, Apt or Suite No.) _____ CITY _____ STATE _____ ZIP _____

☐ Visa ☐ Mastercard ☐ American Express ☐ Discover ☐ Check ☐ Money Order



Card Number: _____ Expiration: _____ / _____

National Aviation Academy



UPGRADE YOUR FUTURE

**Hands-On Training
Located in Sunny Florida
Get FAA Certified in Only 14
Months!!**

**Aviation Maintenance
Avionics Technology
Accelerated Programs**

**Training
Professionals
Since 1969**



**Professional Training for Careers
in Aviation Maintenance**

**National Aviation Academy
Clearwater, Florida
www.naa.edu/cap
1.800.659.2080**