

Civil Air Patrol

November-December 2008



Volunteer

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GOING DIGITAL

CAP Fleet Makes The Switch
To 406 MHz Distress Beacons

HURRICANE HELP

CAP Aircrews, Ground Teams
Respond After Ike Makes Landfall





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11 Air Force Academy Cadet 3rd Class and CAP Cadet Capt. James Anderson, right, gets a photo opportunity with a Fighting Irishman of Notre Dame, one of many universities he has visited this fall as a member of the Air Force Academy Cadet Drum and Bugle Corps.

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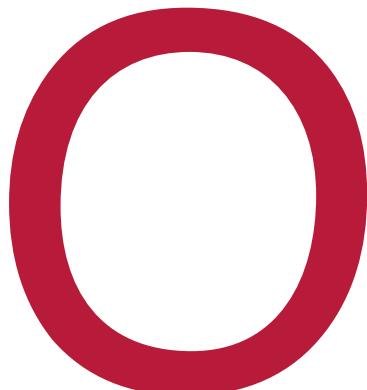
ON OUR COVER

CAP Lt. Col. Melanie Capehart walks among wreckage caused by Hurricane Ike on Galveston Island in Texas. Capehart rode to Galveston with other CAP members to locate and silence emergency locator beacons. Comprehensive coverage of CAP's hurricane relief efforts begins on page 20. Photo by Susan Robertson, CAP National Headquarters



National CAP Display Increases Organization's Visibility in Washington

By Col. John Swain



On a cool morning in May, four Civil Air Patrol aircraft engines roared to life as a unique joint mission began.

The first to taxi were two Pennsylvania Wing aircraft, a Cessna C-206H Stationair and a Maule MT 7-235 Super Rocket, then a Congressional Squadron Cessna C-182T Skylane and a Middle East Region Gippsland GA8 Airvan. Soon to follow were a Virginia Wing Schweizer SGS 1-26E glider and the National Headquarters display travel trailer.

So began the first national CAP display at the 2008 Joint Service Open House at Andrews Air Force Base, Md.

The three-day Department of Defense open house, the largest such



Interested adults take a closer look at the CAP aircraft on display at the Joint Service Open House. The CAP glider, at right, was the center of attention for young and old.



event in the nation, is intended to showcase the capabilities of the U.S. military during the annual Armed Forces Day holiday weekend. This year 150 aircraft and 70 vehicles were displayed by the four military services, government agencies, commercial companies, nonprofit organizations and private aircraft owners.

Aircraft on display ranged from the ultramodern F-22 Raptor fighter to a restored C-54 transport that flew on the Berlin Airlift. The aerial displays included the Blue Angels and the Starfighters F-104 demonstration team, a civilian group flying three restored supersonic fighters.

Despite bad weather on two of the show days, the Andrews Air Force Base public affairs office estimated

that more than 250,000 people attended.

The CAP national display was conceived as one of several national projects designed to increase CAP's visibility in the nation's capital. Sponsored by the Congressional Squadron, the multiwing event provided an excellent venue for informing military personnel, government officials, nonprofit organizations, the press and the public about CAP's missions and programs, its multi-dimensional capabilities and its experienced membership.

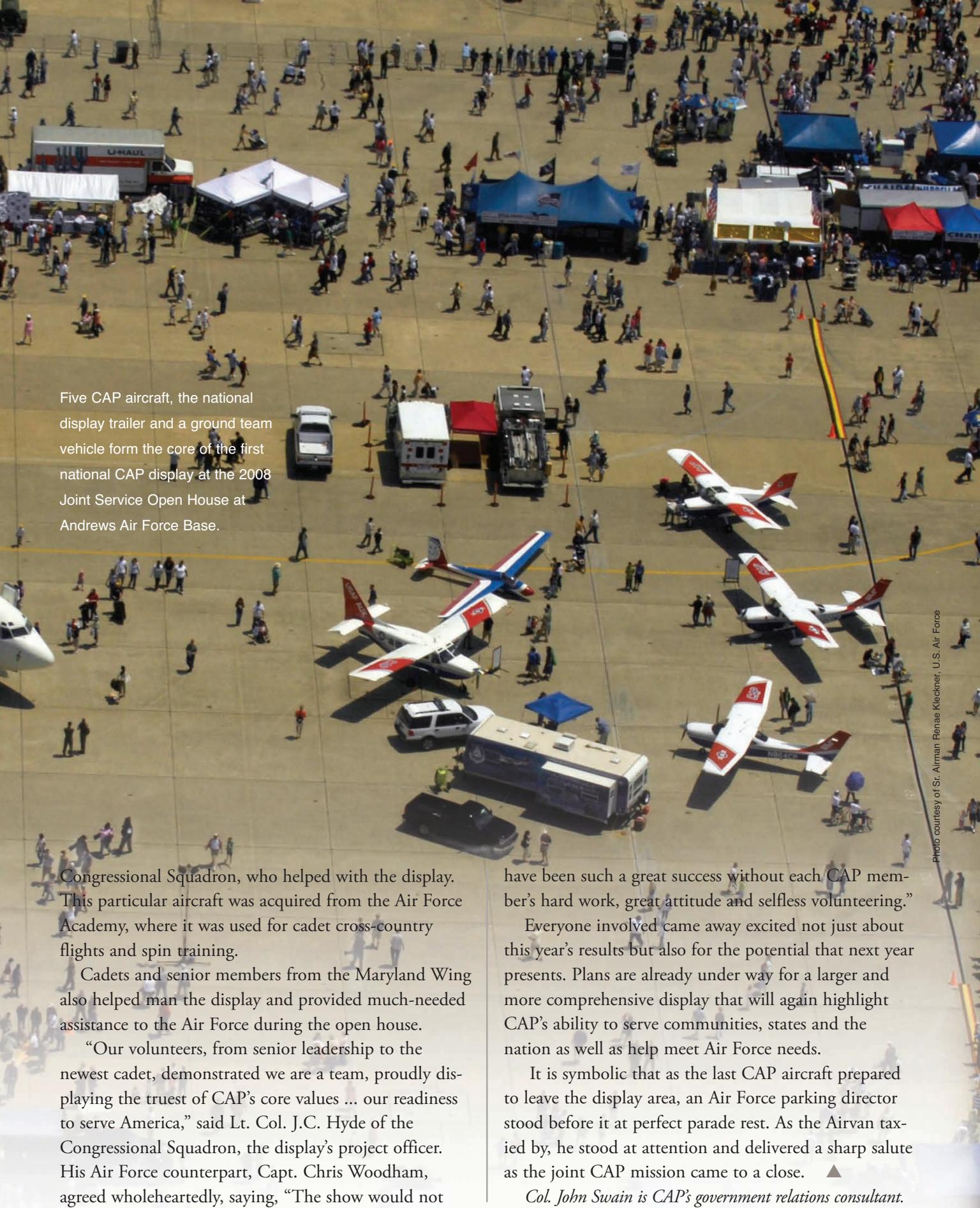
Numerous military, government and press officials stopped to talk to CAP members and to see the equipment the organization uses. Many visitors were surprised at the variety of aircraft and technologies in use. Capt. Jason Annis, an Air Force officer assigned to the Pentagon, said, "I was impressed to see the comprehensive CAP display, an excellent presentation of our first line of defense for our nation's security and a superb representation of our nation's volunteers."

The display highlighted two new Cessna glass-cockpit aircraft equipped with the Garmin G-1000 integrated avionics system that gives aircrews exceptional situational awareness and mission capabilities. Cessna aircraft make up the majority of the CAP fleet. The four-place, high-technology Skylane is quickly becoming the standard emergency services mission aircraft nationwide, while the larger Stationair can carry two more people or additional specialized mission equipment. Nearby was a Gippsland GA8 Airvan with the ARCHER

hyperspectral imaging system that is used for search and rescue and environmental missions. Equipped with a cargo door, it provides a unique mission platform with soft field and short takeoff and landing capabilities.

Also exhibited were a Schweizer glider and Maule tow plane, which represented CAP's commitment to the cadet program and aerospace education. The glider was a great hit with the under-12 set (as well as many adults) and it brought a great deal of attention to CAP. Lines quickly formed each day to get in the glider.

"The pint-sized plane excited the kids because it gave them more of a feeling of being a pilot in control of an aircraft," observed Lt. Col. Gerry Sohan of the



Five CAP aircraft, the national display trailer and a ground team vehicle form the core of the first national CAP display at the 2008 Joint Service Open House at Andrews Air Force Base.

Congressional Squadron, who helped with the display. This particular aircraft was acquired from the Air Force Academy, where it was used for cadet cross-country flights and spin training.

Cadets and senior members from the Maryland Wing also helped man the display and provided much-needed assistance to the Air Force during the open house.

"Our volunteers, from senior leadership to the newest cadet, demonstrated we are a team, proudly displaying the truest of CAP's core values ... our readiness to serve America," said Lt. Col. J.C. Hyde of the Congressional Squadron, the display's project officer. His Air Force counterpart, Capt. Chris Woodham, agreed wholeheartedly, saying, "The show would not

have been such a great success without each CAP member's hard work, great attitude and selfless volunteering."

Everyone involved came away excited not just about this year's results but also for the potential that next year presents. Plans are already under way for a larger and more comprehensive display that will again highlight CAP's ability to serve communities, states and the nation as well as help meet Air Force needs.

It is symbolic that as the last CAP aircraft prepared to leave the display area, an Air Force parking director stood before it at perfect parade rest. As the Airvan taxied by, he stood at attention and delivered a sharp salute as the joint CAP mission came to a close. ▲

Col. John Swain is CAP's government relations consultant.



More than 70 Civil Air Patrol cadets, as they have for more than 60 years, will span the globe next summer as part of the International Air Cadet Exchange. Joining them will be at least as many air cadets from 20 other countries. Hong Kong, Australia, Belgium, Canada, France, Germany, Israel, Japan, the Netherlands, New Zealand, Singapore, Turkey and the United Kingdom will visit CAP squadrons in the United States, completing an exchange that promotes international friendship and understanding through a common focus on aviation.

Diplomacy was paramount during an international planning session held recently in Hong Kong, where I was privileged to serve as one of several CAP representatives contributing to discussions about next year's exchange. While each country shared different goals and issues for the program, all held a common vision in regard to their cadets — the desire to nurture their skills, talents and expertise to prepare them to be tomorrow's world leaders!

Through this program, CAP develops mature, well-rounded cadets into young adults who are prepared to tackle international issues diplomatically because of their IACE exposure. Our cadet visitors take home equally as rewarding experiences.

In short, IACE is an excellent introduction to the practice of international relations. Our cadets experience firsthand the challenges other countries face, which helps combat intolerance and even hatred of other cultures; cadets from other countries benefit as well, gaining a better understanding of America. This instills them with the tact and skills needed to effectively deal with people of all walks of life, to truly be tomorrow's leaders.

You have often heard me talk about "One CAP" in which every Civil Air Patrol member works together, with vision and purpose, for the betterment of the organization. This can be achieved through a commitment to diplomacy, much like that exhibited by the young people who participate in the International Air Cadet Exchange.

As we look to a new year as One CAP, we stand together as today's volunteer leaders, as Citizens Serving Communities: Above and Beyond.

Always vigilant!

A handwritten signature in black ink that reads "Amy Courter". The signature is fluid and cursive, with "Amy" on top and "Courter" below it.

Maj. Gen. Amy S. Courter
CAP National Commander

Making the Switch

CAP Outfits Aircraft With 406 MHz Frequency Distress Beacons

By Lenore Vickrey

Beginning Feb. 1, 2009, beacons that send distress alerts using only the 121.5/243 MHz analog frequency will no longer be detected via satellite. After that date, satellites will process only signals from the more reliable and stronger 406 MHz frequency, digital emergency locator transmitters.

Civil Air Patrol is prepared for the switch to the digital ELTs. “CAP has led the way with changing to the 406 beacons in our aircraft,” said John Salvador, director of missions for CAP National Headquarters. “We currently have over 200 aircraft equipped with 406 beacons and we have over 200 aircraft equipped with Becker DF units that can track both the 406 and 121.5/243 beacons. As new aircraft are purchased, they also are coming with 406 beacons and Becker DF units.”

The Becker DF units, which can pick up the first two 406 beacon frequencies, will be updated to receive all the newly released 406 frequencies in the coming year.

Sr. Mbr. Andrew Coberley of the Texas Wing’s Red Oak Cadet Squadron follows an ELT signal into a hangar after Hurricane Ike made landfall. The storm set off ELTs throughout the coastal communities of East Texas.



Photos by Susan Robertson, CAP National Headquarters



The decision to phase out the 121.5/243 MHz analog distress frequencies was made eight years ago by the international search and rescue satellite system COSPAS-SARSAT because they were unreliable and prone to false alerts. The 406 MHz ELTs have already proven themselves; in fact, they are mandated for the maritime industry. The beacons transmit a much stronger, more accurate and verifiable digital signal that can be detected quickly.

“They provide much more accurate data for

searchers to help locate a downed aircraft, and even more so with beacons that are GPS-enabled,” said John Desmarais, deputy director of operations for CAP National Headquarters. “They also have a much lower false alarm rate.”

Maj. Dennis Nall of Texas Wing’s Sugarland Composite Squadron, who has extensive experience searching for ELTs (most recently after Hurricane Ike), said the phaseout presents some challenges. “The motto of CAP is ‘Semper Vigilans,’ ” he said. “That’s fitting, because the challenge our ground teams face with 406 beacons requires vigilance. A lot of our experienced operators have mastered the art of finding traditional ELTs. Newer 406 models require more attention to detail.”

Desmarais said the phaseout will change the data CAP receives from the Air Force Rescue Coordination Center for distress beacon searches. With no satellite data provided for 121.5 MHz-only ELTs, CAP will primarily have to rely on reports from pilots flying overhead.

The change will not affect traditional CAP searchers in the field performing ground and airborne electronic searches for distress beacons, but it could become more manpower-intensive, Desmarais said.

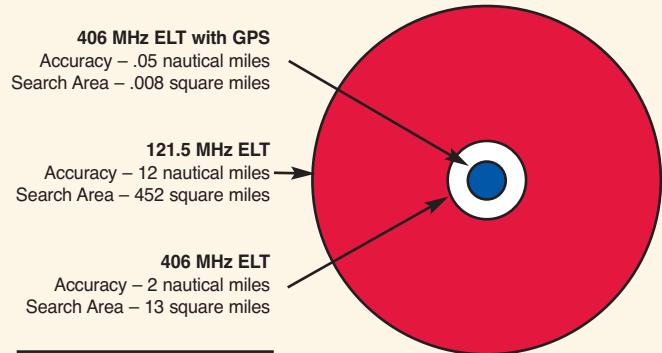
Nall said ground teams will have to work harder to locate signals on nondistress UDF missions. He also pointed out, however, that the Federal Aviation Administration has not made 406 ELTs mandatory, so there are still many older style 121.5-only ELTs out there.

Ironically, about half of the electronic searches conducted by Civil Air Patrol don’t require the turn of a prop, because the data from the satellites is accurate enough that CAP can get ground teams into the area and close enough to the targets that they can be found before airborne assets are needed. “Because the area will not be as well-defined for these searches in the future, we will likely have to use more aircraft equipped with electronic direction-finding equipment to help narrow down the search area for ground teams,” said Desmarais.

More ground teams may also be necessary, especially when weather limits or prohibits flying. Search management will be more complex for 121.5 ELT searches in the future, because it will take more staff officers to plan the mission and track additional field resources. These searches will likely take longer as well, which will

Location Accuracy

Search area reduced by a factor of 45!



require additional shifts of searchers and incident staff.

Current DF equipment will continue to work for 121.5/243 beacons, Desmarais said, but because 406 beacons have a lower-power 121.5 transmitter, searchers without the Becker DF units will need to be closer to detect them. “The near-pinpoint accuracy compared to the old 121.5/243 MHz beacons makes 406 beacons the right choice if you are buying a beacon for your aircraft today,” he said.

The bottom line, according to Desmarais, “is conducting searches for 121.5/243 beacons after Feb. 1 will come down to getting back to the basics and making sure our members are proficient in their ELT tracking skills.”

Nall agrees, saying, “It’s the skill and dedication of our aircrews, ground teams and operational planners that are going to ensure we get the job done.”

CAP encourages all pilots to purchase 406 beacons for their own aircraft. In addition, pilots can take several other steps to ensure safety for themselves and their passengers, including filing flight plans, taking cell phones with

More information on the 121.5/243 phaseout is available online.

AFRCC 121.5/243 Phaseout Fact Sheet:
<http://www.acc.af.mil/library/factsheets/factsheet.asp?id=3723>

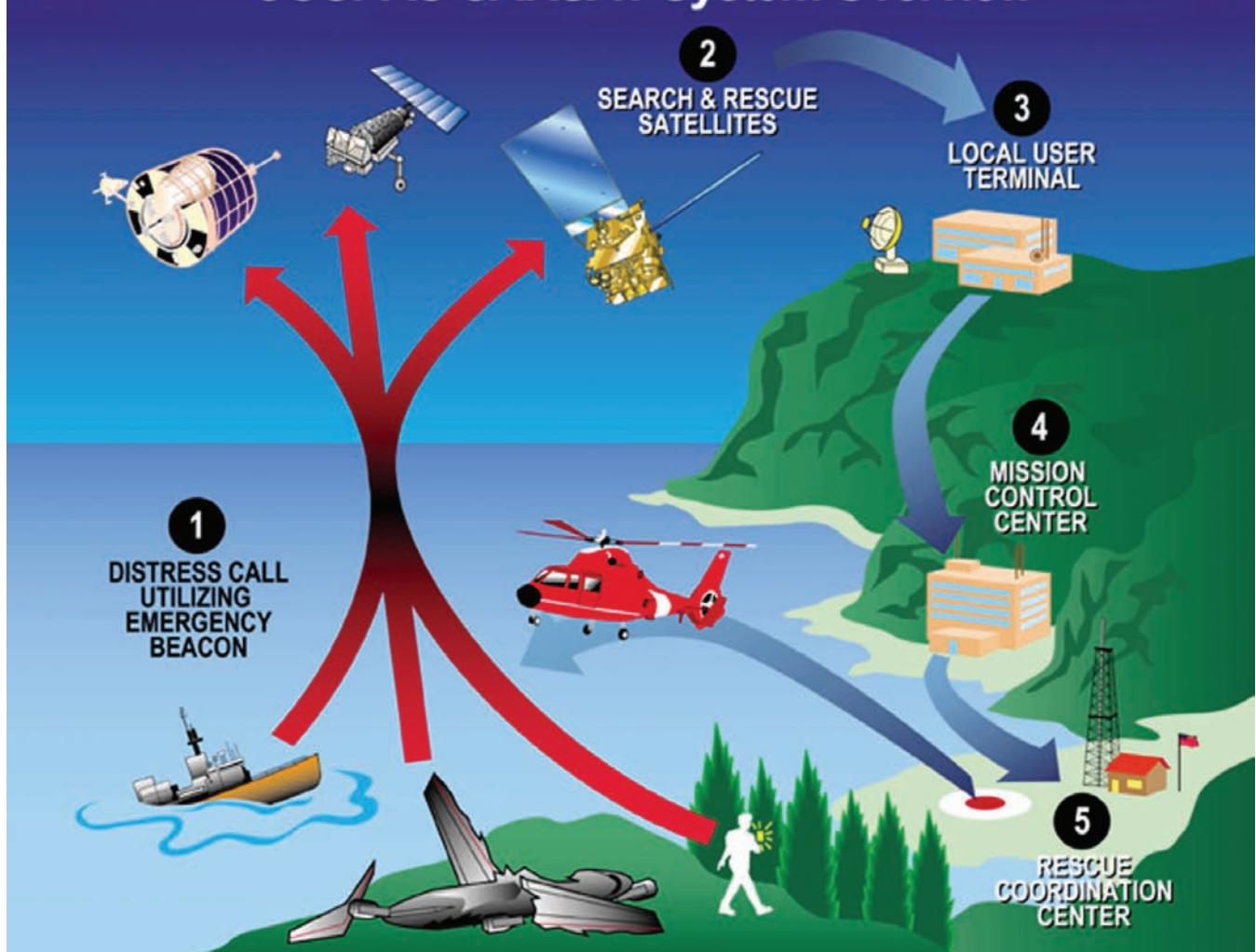
AFRCC Preventing False Alarms Fact Sheet
<http://www.acc.af.mil/library/factsheets/factsheet.asp?id=3722>

Emergency Beacon Overview:
<http://www.sarsat.noaa.gov/emercbcns.html>

NOAA SAR Satellite Overview:
<http://www.sarsat.noaa.gov/satellites1.html>

NOAA Phaseout Summary:
<http://www.sarsat.noaa.gov/phaseout.html>

COSPAS-SARSAT System Overview



emergency power and flying with basic survival kits. If their planes are not yet equipped with 406 beacons, they should include a 406 MHz personal locator beacon (PLB) in their survival kits.

That recommendation is echoed by the Aircraft Owners and Pilots Association. "AOPA continues to oppose mandated installations of 406

ELTs, but encourages pilots to make their own decision whether to upgrade," said Rob Hackman, AOPA's director of regulatory affairs. "A key part of that decision will be based on where and how they fly, such as in mountainous terrain, at night or in instrument conditions. AOPA encourages pilots to take precautions appropriate for each flight including the consideration of carrying a

The difference between 121.5 MHz and 406 MHz emergency beacons

Beacon Type	121.5 MHz	406 MHz
Beacon Identification	None	Unique ID number
Coverage	Local	Global
Signal Power	0.1 watt	5 watts
Signal Type	Analog	Digital
Alert Time (minimum)	2 hours	Instantaneous
Doppler Location	Two Passes	Single Pass
GPS Location	None	100 m Accuracy

low-cost PLB."

A PLB is a good alternative to the 406 beacon, according to Desmarais. "If you can't get a 406 beacon installed in your personal aircraft by the Feb. 1 deadline, purchasing a PLB can give pilots some peace of mind," he said. "PLBs are less expensive, portable and can be used for added safety with other hobbies like backpacking or hunting." ▲



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squadron and wing news.

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Aerospace Educator Earns Applause

Capt. Mordechai Levin, center, was honored as an aerospace educator for his devotion to diversity with the Barry M. Goldwater Educator of the Year Award from the American Institute of Aeronautics and Astronautics. Posing with him are AIAA President Lt. Gen. George Muellner (Ret.), left, and AIAA National Capital Section Chair Edward Yarbrough. Levin also was recently honored for his contributions to the Hispanic technical community as a leader and role model by the Hispanic Engineer National Achievement Awards Conference (HENAAC), a nonprofit organization devoted to



raising the profile of science, technology, engineering and mathematics among Hispanics. He was one of 29 top professionals from corporate, government and military sectors honored as a luminary this year during the HENAAC Conference in Houston.



One fundamental, guiding principle underlies CAP's core missions of emergency services, cadet programs and aerospace education — our commitment to community service.

As "Citizens Serving Communities: Above and Beyond," CAP volunteers' dedication was on dramatic display recently in the aftermath of Hurricane Ike's assault on east Texas and southwestern Louisiana.

When called upon by federal agencies and state officials, CAP's citizen volunteers completed hundreds of flights and delivered thousands of digital photographs documenting damage in Houston, Galveston and other coastal communities.

On the ground, other CAP volunteers worked to help meet the needs of storm-stricken residents. Members in Houston passed out bags of ice, bottled water and meals; others administered first aid to devastated residents.

Our communities needed us, and Civil Air Patrol was there, providing time, effort, energy and expertise to help beleaguered victims overcome hardship.

CAP serves America's communities in a myriad of ways, and its reach in those communities impacts the lives of thousands of people across this great nation every day:

- every time cadets present the colors at a public gathering;
- every time a squadron staffs a display promoting a drug-free lifestyle at a county fair;
- every time senior members and cadets marshal planes and maintain flight lines at an air show;
- every time a pilot acquaints a teacher with the joys of flight, allowing the instructor to enliven classroom aerospace lessons; and
- every time our aircrews and ground teams join together to assist the Air Force in searching for a missing child or adult.

Our members' legacy of service before self spans seven decades and positions CAP as one of the unique volunteer organizations in America. It is a patriotic volunteer group of ordinary people — pilots, technology experts, communicators, chaplains, teachers and youth mentors — who do extraordinary things for their country.

Don't miss out on all of the fun and excitement. Go to www.gocivilairpatrol.com or call (800) FLY-2338 for more information.

Don Rowland

A handwritten signature in black ink that reads "Don Rowland". The signature is fluid and cursive, with a distinct "D" and "R".

Executive Director

Civil Air Patrol Good Tune-Up for Air Force Academy

Cadet Drum and Bugle Corps
Member Is CAP Cadet

By Kimberly L. Wright

For Air Force Academy Cadet 3rd Class (and CAP Cadet Capt.) James W. Anderson IV, being in the Air Force Academy is music to his ears, literally and figuratively.

Anderson plays euphonium in the Air Force Academy Cadet Drum and Bugle Corps as he follows his dream to be an Air Force pilot. He credits his experience as a Civil Air Patrol cadet with helping him chase his dream.

"CAP helped me prepare for the future by helping me focus on my goals, learn to prioritize what was important and then go for it," he said.

They're Playing His Song

This aspiring aviator and musician joined the New York Wing's Sullivan County Cadet Squadron in March 2005, quickly accelerating the tempo of his life through squadron, group, wing and national activities.

He participated in two New York Wing encampments, the second one as a squadron first sergeant. He



Air Force Academy Cadet 3rd Class (and CAP Cadet Capt.) James Anderson stands with his euphonium during a performance by the Air Force Academy Cadet Drum and Bugle Corps.

also attended two national-level, Air Force-oriented activities in 2006 — the Air Force Pararescue Orientation Course at Kirtland Air Force Base in New Mexico and the Air Force Air Education and Training Command Familiarization Course, now called the Specialized

Undergraduate Pilot Training Familiarization Course, at Columbus Air Force Base in Mississippi.

Anderson also expanded his horizons through emergency services and leadership, attending about four or five squadron bivouacs, as well as monthly search and rescue exercises with the Catskill Mountain Group of the New York Wing. He earned Ground Team Member 1, 2, 3, Urban Direction Finding and Ground Team Leader qualifications, and rounded out his CAP experience with model rocketry weekends and air show involvement.

He earned the third-highest cadet award, the Amelia



This emergency services bivouac was coordinated by Cadet Capt. James Anderson in the fall of 2006.

Earhart Award, within two years of joining CAP. He's still a CAP member, although not active in his squadron while on the other side of the Continental Divide at the Air Force Academy in Colorado.

"I think the best thing CAP did for me in preparation for the Air Force Academy was to give me an idea of what the Air Force was like, especially with the national activities," said Anderson. "Because I did well enough in the program, CAP involvement looked really good on my resume and application and helped me get the congressional nomination."

“CAP helped me prepare for the future by helping me focus on my goals, learn to prioritize what was important and then go for it.”

— Air Force Cadet 3rd Class
(and CAP Cadet Capt.)
James Anderson, New York Wing

Crossing into the Blue

During his senior year in high school, Anderson looked in only one direction when envisioning his future — west, toward the Air Force Academy.

"I only applied to the academy when I was applying to colleges, because I really want to be an Air Force pilot and the academy seemed the best way to do that," he said. He was nominated to join the Air Force Academy class of 2011 by U.S. Rep. Maurice Hinchey (D-NY).

He does his part to increase Air Force public awareness through his participation in the Cadet Drum and Bugle Corps. With three years of experience playing euphonium for his high school band,

CADET DRUM AND BUGLE CORPS

The Air Force Academy Cadet Drum and Bugle Corps has entertained audiences across the nation and abroad with thrilling performances. The corps exemplifies the precision and musical blend of a well-directed band or orchestra, and the showmanship of a Broadway production. Performing an average of 150 times a year, the corps has become known as the Air Force Academy's ambassador of precision drill and musical pageantry. The corps has won 19 of the 32 Inter-Service Academy drum and bugle corps competitions.

Known as the "Flight of Sound," the corps' primary mission is to support Cadet Wing activities, including military formations and all Air Force Academy football and basketball games. An extension of the mission continues in the community with concerts and field exhibitions, band festivals and various military ceremonies.

The Cadet Drum and Bugle Corps is comprised of 118 cadets and has represented the Air Force Academy at Presidential Inaugural parades, Macy's Thanksgiving Day parades, Tournament of Roses parades, Mardi Gras parades and Special Olympics opening ceremonies.

Source: U.S. Air Force Academy Public Affairs

he was able to join the corps after a successful audition.

The Cadet Drum and Bugle Corps keeps him on the go.

"We play for every home and away football game and every home men's and women's basketball games," said Anderson. His itinerary included plenty of football this fall, at locations such as San Diego State, the University of Nevada at Las Vegas, the U.S. Military Academy at West Point and the University of Wyoming. A visit to the University of Houston was moved to Dallas because of Hurricane Ike.

His corps activities aren't limited to college games. "We also played for the World Downhill Ski races in Beaver Creek, Colo., a freedom parade and concert in Denver and a pregame show for a Denver Broncos game," said Anderson.

Despite his halftime harmonies, flying for the Air Force remains his true ambition.

"When I graduate I hope to go to pilot training as quickly as possible," he said. "When people ask me what I want to fly, I can honestly say I would be happy with whatever the Air Force trusts me with.

However, special operations piloting jobs look very interesting to me." ▲



Cadet Capt. James Anderson of the Sullivan County Cadet Squadron has participated in several CAP activities, including the Air Force Education and Training Command Familiarization Course in Columbus, Miss., in 2006.

AFA award recognizes Maryland cadet, showcases CAP as teacher



By Kristi Carr

Named after three of his father's fellow CAP cadets from Pennsylvania Wing's Erie Composite Squadron, Cadet Lt. Col. David M. Trick's destiny may have been established at his birth. Now 17, he is adding to a long list of CAP accomplishments, distinguishing himself as the 2008 Air Force Association's (AFA) CAP Aerospace Education Cadet of the Year.

LAUNCHING A GOAL, WINNING RECOGNITION

This latest award is one of many presented each year by the AFA, but the only one that recognizes CAP's role in aerospace education as a teacher. Trick surmises his work with other cadets, particularly with the model rocketry program, played a big part in his choice for this honor. A member of the Maryland Wing's St. Mary's Composite Squadron in California, Md., Trick has participated in the launch of more than 100 model rockets.

"My goal is to have everyone in our squadron qualify for the model rocketry badge. Plus, I really enjoy the teaching aspect of CAP, trying to help other cadets achieve," he said.

LEVERAGING CAP'S ADVANTAGES

Recruited by his father, Col. Lawrence Trick, a former Maryland Wing commander, Trick joined CAP in 2002 and has since taken advantage of the many aspects of CAP's cadet program.

By the time he had three years under his belt, Trick had attended two summer encampments and three national board meetings and graduated from the Middle East Region Cadet Leadership School at Seymour Johnson Air Force Base in North Carolina. He also attended the National Congress on Aviation and Space Education (NCASE).

He went on to attend the Air Force Space Command Familiarization (AFSPCFC) courses at Peterson Air Force Base in Colorado, Patrick Air Force Base in Florida and Vandenberg Air Force Base in California; he is one of only two cadets in the U.S. to have attended all three. Earlier this year, he went to Canada as part of the International Air Cadet Exchange.

LEADERSHIP AND SERVICE

After recently stepping down as his squadron's cadet commander, Trick has continued to serve in a variety of capacities. He has served as vice chairman of the Maryland Wing Cadet Advisory Council and currently assists the National Cadet Advisory Council by serving on various committees. With his squadron's ground search and rescue team, he has participated in more than 35 sorties, as well as disaster relief during several hurricanes.

In addition to this year's AFA award, Trick also was the recipient of the National 2007 Frank Brewer Award for Aerospace Education. Besides six commander commendations, Trick has received the AFA Outstanding Cadet Award, Air Force Sergeants Association Outstanding Noncommissioned Officer (NCO) Award, the Veterans of Foreign Wars (VFW) Outstanding Cadet Officer Award and the VFW Outstanding Cadet NCO Award.

ANTICIPATING THE FUTURE

A senior at Maryland's Leonardtown High School, where he also plays football, Trick is focusing on his future. For some time now, his goals have included attending Penn State to study aerospace engineering and becoming a military pilot. (Both his parents, civilian employees of the U.S. Navy at Naval Air Station Patuxent River, are Penn State graduates.) He submitted his Penn State application in September, followed by his application to the Air Force ROTC program.

As a testament to his abilities, he was recently selected to test an online helicopter pilot simulation program with Penn State. He knows he has CAP to thank for arming him with many tools to meet his future challenges.

Best of all, it's been fun, he says. "I've enjoyed every moment of CAP!" ▲

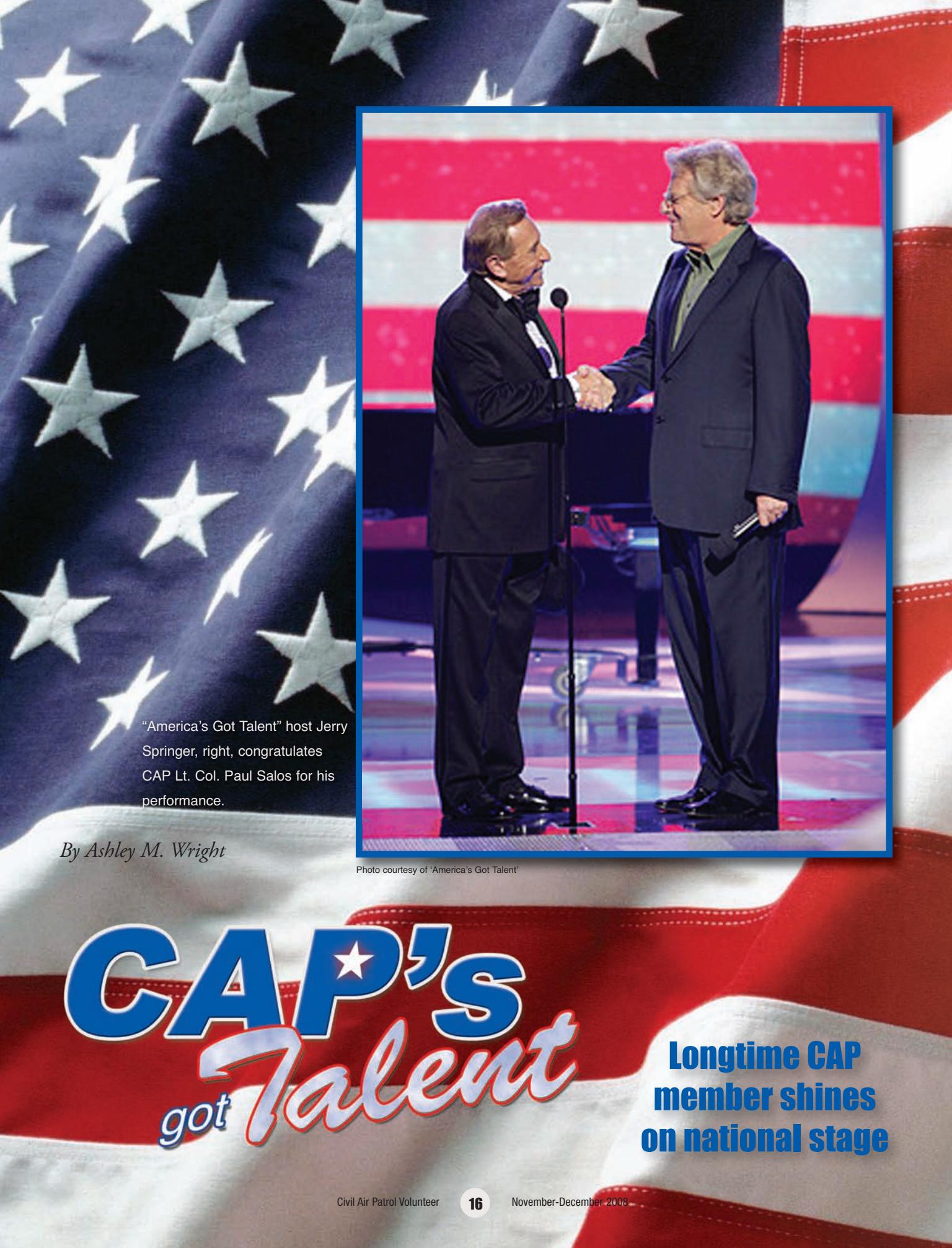


Photo by Col. Lawrence Trick, Maryland Wing

Cadet Lt. Col. David Trick, center, was named the AFA's 2008 CAP Aerospace Education Cadet of the Year at the association's Air and Space Conference and Technology Exposition in Washington, D.C., in September. Flanking him are Maj. Gen. Amy Courier, CAP national commander, and Col. Jerry Weiss, Maryland Wing commander.

About the Air Force Association

The AFA is an independent nonprofit civilian education organization that promotes public understanding of aerospace and its role in our nation's security. The association sponsors professional development seminars, publishes a wide range of aerospace-related materials and has a national awards program. The AFA is led by volunteer leaders at the national, state and local levels. See the association Web site at www.afa.org for more information.

A large American flag serves as the background for the entire page, with its stars and stripes visible.

"America's Got Talent" host Jerry Springer, right, congratulates CAP Lt. Col. Paul Salos for his performance.

By Ashley M. Wright



Photo courtesy of 'America's Got Talent'

CAP'S *got* Talent

Longtime CAP member shines on national stage

L

Lt. Col. Paul Salos of Civil Air Patrol's Texas Wing has talent. The New York native sang his heart out on the NBC show "America's Got Talent," making it into the top 10 by impersonating legendary crooner Frank Sinatra.

Salos' career as an entertainer began a half-century ago. The 40-year CAP veteran now jokes about it taking 50 years to become a success in six months, which was the duration of his time on the national reality TV show.

The decades of practicing for stardom worked in his favor. Salos outperformed 300,000 people who auditioned to land a top 10 spot on the summer's No. 1 show, which had a weekly audience of 10 million.

"I'm on top of the world," he said. "I'm not getting off this train until the end of the ride. This is my life."

The "America's Got Talent" portion of the ride ended shortly before the entertainer's 72nd birthday on Sept. 23, as he fell just short of the votes needed to continue in the top five.

The show allows entertainers to perform their act, with judges and home viewers voting for their favorite. Last year's winner, a ventriloquist, won a \$1 million prize and a contract to perform at the Las Vegas Hilton, according to the network's Web site.

"We have achieved so much," said Salos, who is a member of the Plano Mustangs Composite Squadron. "I hope to be able to plow that road for older entertainers."

Salos auditioned for "America's Got Talent" in Dallas in March. He said the audition line stretched "10 miles long." The entertainer returned the

CAP Lt. Col. Paul Salos performs on "America's Got Talent," an NBC competition showcasing the nation's top entertainers. Salos, a Frank Sinatra impersonator, was one of 3 million people who applied for the TV show and one of 300,000 that auditioned. He advanced to the Top 10, finishing sixth in the competition.

following day and won the heart of the three judges and audience.

"You are as smooth as velvet," celebrity judge Sharon Osborne told Salos at the audition. "Your voice is perfect. Your phrasing was unbelievable. It's fantastic."

Perfecting his Sinatra act took the CAP lieutenant colonel nine years, he said.

Salos' reincarnation of "Old Blue Eyes" on a national stage had quite an effect on some of the younger members of the Texas Wing.

"I think it is really great to see one of the members setting the example by going after his dreams," said 1st Lt. Steve Gilbert, the Plano Mustangs squadron commander.

Gilbert said watching Salos' "phenomenal" performances became an organized event for the group.

"It was one of the best performances I saw," said Cadet Staff Sgt. Emilie Cannady. "I've never heard of Frank Sinatra, but Col. Salos is awesome."

Salos said he was glad some of the younger cadets were listening to the music of the big band era. "The music is so old it's new," quipped the veteran performer, showing his sense of humor.

Salos was instrumental in having "America's Got Talent" feature a clip of himself and other CAP members aboard a Gippsland GA8 Airvan in support of the organization's



Photo courtesy of
"America's Got Talent"

Hurricane Katrina relief missions in 2005. The segment aired before one of his last performances on the show.

This was not Salos' first appearance on television. In 1956, he appeared on "The Ed Sullivan Show" with the Air Force "Tops in Blue." During his career in the Air Force, he toured the country. He also performed while stationed at Wheelus Air Force Base in Tripoli, North Africa.

Whether flying to recover space shuttle debris from the tragic Columbia crash for CAP or singing "Fly Me to the Moon" for America, Salos credits his wife, Jane, with giving him strength.

"Jane has been the backbone," he said. "She has been with me through thick and thin."

Although he did not take the top prize on



In 1956, then Air Force Airman 3rd Class Paul Salos, left, chats with Ed Sullivan before a "Tops in Blue" performance on Sullivan's popular TV show. Salos had just completed basic training before the "Tops in Blue" performance.

"America's Got Talent," the lieutenant colonel feels his entertainment career is still on the rise.

"It is not over until I can't do it anymore," he said.

Shortly after his run on the show ended, Salos was booked to perform in Las Vegas with Terry Fator, the 2007 "America's Got Talent" winner, on Oct. 17 at the MGM Grand Casino Theater. The show also invited him back for its Oct. 1 finale.

Salos said in an advance interview for "America's Got Talent" that his performances on the show fulfill a lifelong dream and would be the crowning glory of his career.

But, as Sinatra would say, it

appears "The Best is Yet to Come" for CAP's top crooner. ▲

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TThis article will give you some of the correct aircraft ground handling procedures for CAP aircraft. It is incumbent on CAP members to use utmost care during these procedures. Each person involved should be trained in safe ground handling operations.

Removing the aircraft from the hangar — If you are a solo pilot, get help from the fixed base operator or leave the aircraft in the hangar. Before the move begins, it is crucial to conduct an Operational Risk Management (ORM) process. This is absolutely essential to a safe operation. Brig. Gen. Richard Anderson relates this process to a cash register. Would you be willing to pay for any damage incurred to an aircraft you were moving? Would this affect the care you give to the move?

Always assure the hangar doors are fully open. Have someone monitor each wingtip and another person monitor the vertical stabilizer during the move. These monitors should call out if there is any danger, so the team can immediately stop the aircraft. By following this procedure, you are assured a safe move from the hangar.

Returning the aircraft to the hangar — If you are a solo pilot replacing the aircraft in the hangar, get help from the FBO or tie the aircraft down on the flight line. Do not attempt to place the aircraft in the hangar alone.

Use the same procedure you used to move the aircraft out of the hangar. Perform an ORM, ascertain the doors are fully open and have a monitor for each wingtip and for the vertical stabilizer.

If this is a T-hangar, paint a line inside the hangar above which nothing will be placed, giving more clear space for the tail surfaces and wings. On the outside, paint three lines on the pavement that extend into the hangar so location and direction of each tire can be assured.

The bottom-line message of this article is to understand the need for the safe handling of CAP aircraft on the ground. It is absolutely essential that you take great care of this precious national resource, the largest fleet of Cessna aircraft in the world, which is entrusted to our safe-keeping. No matter what your rank or position, unit or assignment, whether you are the pilot or nonpilot, officer or cadet, you are responsible for the safe ground handling of CAP aircraft. As Brig. Gen. Anderson says, "And don't you forget it."

Col. Lyle E. Letteer

A handwritten signature in black ink that reads "Lyle E. Letteer".

National Safety Officer

NOTE: In our last issue we ran a photo of a CAP pilot leaning on the propeller of an aircraft. As many of you have pointed out, an electrical malfunction can potentially render the aircraft's magnetos "live" and under certain circumstances cause the engine to turn over if the propeller is moved. The possibility of injury, however slight, is always present, so we wanted to caution readers that it is always good practice to treat an airplane as if the engine could start up without warning and stay out of the propeller arc.

CAP Responds

CAP members provide ground team emergency relief, comprehensive aerial damage assessment flights and photography to help emergency service providers study and repair Texas and Louisiana's infrastructure.

By Neil Probst

IKE

Hurricane Ike landed Sept. 13 with 110-mph winds and massive waves, pummeling houses, flooding thousands of homes, blowing out windows in Houston's skyscrapers and cutting power to more than 3 million people.

The Associated Press also reported that while Southwest Louisiana was spared a direct hit, Ike's surge of water penetrated some 30 miles inland, flooding thousands of homes, breaching levees and soaking areas still recovering from Labor Day's Hurricane Gustav.

Gustav, which slammed into southern Louisiana on Sept. 1 with sustained winds of 110 mph, brought fierce gusts and heavy rains from the Alabama-Florida border west into Texas.

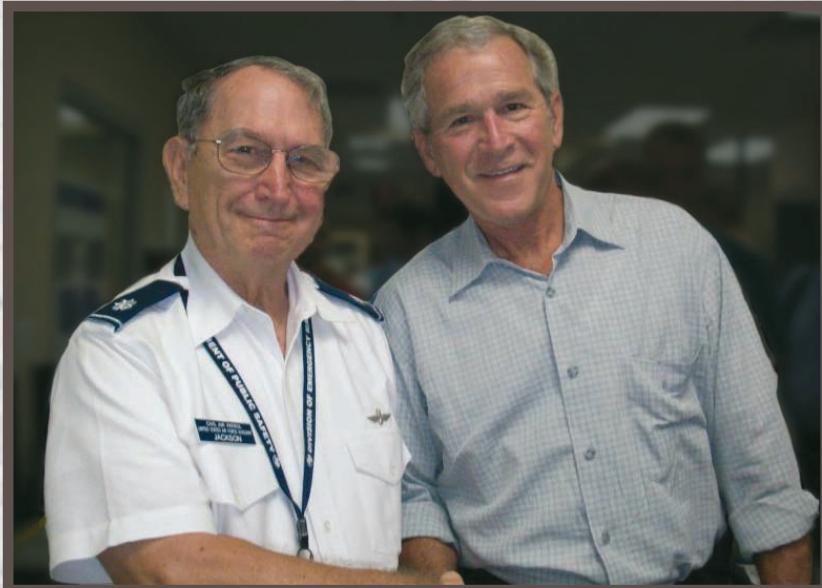
For Ike alone, hundreds of men, women and cadets — all CAP members — accumulated more than 18,700 man-hours and used 22 aircraft, 21 vans and 13 Nikon D200 cameras in more than 350 flights to acquire more than 40,000 high-definition photographs to define the entire width and length of the more than \$5 billion in damage wrought by the hurricane in east Texas. CAP aircrews also assisted with communications by providing high-bird flights and carrying National Weather Service meteorologists,

0 Hurricane Ike



Debris litters the side of a road near Stewart Beach on Galveston Island, where CAP members performed numerous emergency beacon searches.

Photo by 1st Lt. Opal McKinney, Texas Wing



Lt. Col. Jack Jackson, vice commander of the Texas Wing and Civil Air Patrol's liaison to the State Operations Center in Austin, Texas, is greeted by President Bush. Jackson worked at the SOC for 16 hours a day for nearly three weeks helping coordinate CAP missions across Texas.

emergency management personnel and other emergency service providers aloft to assess the damage.

Dozens of Texas Wing members, along with several Arkansas and Oklahoma wing members, made West Houston Airport mission base a temporary home for days and in many cases weeks.

These volunteers, including incident commanders Dennis and Brooks Cima — husband and wife and both lieutenant colonels — as well as Lt. Col. Owen Younger and Maj. John Ureke, slept on U.S. Army cots while often eating MREs (Meals Ready to Eat) and enduring cold showers while away from jobs and families.

Background: Beachfront homes are obliterated in this aerial photograph taken by Civil Air Patrol crews in Texas. The wing flew more than 350 flights for the state of Texas and took 40,000 photographs of the damage, which were posted on a University of Texas Web site. Photo courtesy of Texas Wing

"The teamwork from across the state, from El Paso to Brownsville to Houston to Dallas and everything in between, is just remarkable," said Lt. Col. Jack Jackson, vice commander of the Texas Wing and CAP's liaison officer to the State Operations Center. "I cannot tell you how proud of the Texas Wing I am."

WINGS OF RED AND BLUE

CAP aircraft were easily identifiable by their blue bellies and red-and-white wings emblazoned with CAP on their underside.

On flights that often began with a cadet waving orange wands to pilots taxiing from mission base, CAP aircrews provided a unique vantage point for state and federal agencies.

Capt. Chuck Tetlow left his wife, 1st Lt. Lorrie Tetlow, and an 11-year-old son to fly aerial damage assessment missions along the Texas coastline and to photograph refineries and chemical plants around Freeport, a coastal city.

"We saw quite a bit of devastation there. In a lot of the pictures we took, you can see the road along the coastline is completely gone, washed away completely," Tetlow said.

His aircrew's photos were processed by CAP volunteers at the West Houston mission base, then shipped to the University of Texas at Austin, where the school posted them on its Web site for viewing by emergency managers and the public.

Texas Gov. Rick Perry, the Texas Legislature, the Harris County Emergency Operations Center, the National Weather Service, the National Oceanic and Atmospheric Administration, the Department of Homeland Security, the U.S.

Army Corps of Engineers and the Federal Emergency Management Agency are using the photos for a variety of purposes.

"The pictures will be used for years to understand hurricanes of the future," said Jackson. "Along with other data, they will be used to adjust the models that are used to predict such things as storm surge."

Initially, first responders used the photos "to know where the damage was and what they would be up against as they tried to do their jobs," said Jackson. "They gave a true picture of what was damaged and what was not."

HELPING THE HUNGRY AND THIRSTY

In addition to aerial reconnaissance, CAP ground teams in Texas turned off emergency beacons, distributed food and supplies and provided first aid to residents affected by the powerful Category 2 storm.

"I have been very impressed with the dedication and performance of the people here," said Air Force Reserve Maj. David Edwards, a liaison between CAP members and the U.S. Air Force at West Houston Airport. "They've put their lives on hold to come here and sleep on a cot in a hot hangar, and they still get out and perform the missions every day."

Members of the Sugarland Composite Squadron and Bay City Flight were among those who helped load supplies at the Houston Food Bank, which they later distributed. CAP volunteers also opened a distribution center at Grace Methodist Church in Brazoria County, south of Houston.

They were joined by the Ellington Composite Squadron at Manvel High School, where they helped serve a long line of residents driving through for bags of ice, bottled water and MREs. CAP senior members and cadets there helped load vehicles and provided initial first aid to residents.

2nd Lt. Renee Hailey of the Sugarland squadron said the experience was an emotional roller coaster.

"It's been unbelievable. It has brought tears, it has brought joy, now it's brought frustration and it's

Maj. John Ureke of the Texas Wing helps a weary resident find shade and a place to sit at Manvel High School. Another CAP member, Lt. Col. Melanie Capehart, provided initial first aid to the woman until local emergency medical personnel arrived.

brought elation," she said.

"I've never seen this," she added. "When we were running out of food and a thousand people were in line, a truck would pull up and we would say, 'More food! Yes!'"

"These young people have been tremendous," said Manvel Mayor Delores Martin. "They didn't ask for anything but 'Give me a job.' They did everything: They picked up, they carried, they offered help to people."

In Louisiana, CAP members walked door-to-door to hand out food, water and other basic necessities.

"Normally prisoners do this task, but they were busy clearing storm debris. The cadets enjoyed going door-to-door, and the elderly people were very happy to see young people helping with deliveries," said Capt. Michael James, public affairs officer for the Louisiana Wing.

Meanwhile, Louisiana Wing aircrews took to the air on damage assessment missions, photographing dams, river locks, power plants, power lines, gas plants and even stranded cows for state and federal agencies.

Aircrews flew missions for the Louisiana Department of Health & Hospitals, the Governor's Office of Homeland Security and Emergency Preparedness and the Louisiana Air National Guard.

"The bottom line is that CAP provided a valuable service in an historic event that will be remembered for a long time," said Jackson. "All the long hours and hard work in demanding conditions are a positive statement of CAP volunteers' unpaid professionalism and commitment to their community." ▲



Photo by Susan Robertson,
CAP National Headquarters

“These young people have been tremendous. They didn’t ask for anything but ‘Give me a job.’ They did everything: They picked up, they carried, they offered help to people.”

— Mayor Delores Martin, city of Manvel, Texas, praising CAP cadets

Photo by 1st Lt. Opal McKinney, Texas Wing



Maj. John Ureke, left, commander of the Lone Star Composite Squadron, takes part in an ELT search at Scholes International Airport at Galveston.

Texas Wing CAP members, from left, Maj. Russell Miller, 2nd Lt. Michelle Weisskopf and 1st Lt. John



Photo by Susan Robertson, CAP National Headquarters

Theis plan a mission at West Houston Airport mission base as KTRK-TV videographer Willie Dixon, right, tapes them for a news story by the Houston ABC affiliate on CAP’s hurricane relief efforts. Dixon and reporter Christine Dobbyn aired two CAP stories, one on CAP’s damage assessment missions and a second on its emergency beacon searches.



Louisiana Wing members Capts. Bryan Haviland, observer, left, and Dave Lewis, pilot, fly one of the wing's post-hurricane damage assessment missions. The wing flew more than a hundred flights in support of local, state and federal emergency management agencies following the arrivals of hurricanes Gustav and Ike.



Photo by Capt. Dave Lewis, Louisiana Wing

Delores Martin, mayor of Manvel, a city in Brazoria County not far from Houston and the Texas coast, worked alongside CAP members at a distribution center at

Manvel High School. "I didn't know such young people still existed.

They were all Johnny-on-the-spot, always smiling," she said. Here Martin shows appreciation to 2nd Lt. Renee Hailey. Photo by

Susan Robertson, CAP National Headquarters



Background: Louisiana Wing members sent these photos of stranded cattle to the Commissioner of Agriculture and Forestry for Louisiana and to the Office of Homeland Security & Emergency Preparedness in both Calcasieu Parish and Cameron Parish. In total, the wing shared seven photos of scattered herds — including GPS data — with the commissioner's office and with the other agencies after Hurricane Ike flooded much of southern Louisiana. Photo courtesy of Louisiana Wing

Photo by Susan Robertson, CAP National Headquarters



Cadet Staff Sgts. Kevin Winkle, left, and Nolan Anthony of the Texas Wing carry bottled water to residents' vehicles at Manvel High School. Members there also loaded food and ice into victims' vehicles.

By Neil Probst

C

CAP's cadet and new senior members looked like seasoned veterans as they served on ground team missions following Hurricane Ike.

Cadet Chief Master Sgt. Jason Myers, 20, could be seen not just directing aircraft with bright orange wands but also enthusiastically sending aircrews on their way with crisp, energetic movements.

"It feels really good. I know it's what people

Sr. Mbr. Andrew Coberley loads ice into the back of a vehicle at Manvel High School. Coberley, 18, worked at the distribution center and later participated in a large emergency beacon search at Scholes International Airport at Galveston.



Photo by Susan Robertson, CAP National Headquarters

Youth Make a Difference

are supposed to do, but it takes initiative to go do these things," said Myers, who lives in Waxahachie, near Dallas.

Myers worked alongside Cadet Sr. Airman Angelique Gonzales, a 16-year-old who was overjoyed to serve Texas residents.

Gonzales and fellow cadets working on the flight line knew the aircrews they were sending to the runway were launching on critical damage assessment missions. The Cessnas and Gippsland GA8 Airvans they parked had just returned from vital flights as well.

"It really makes me feel very important and a good resource to CAP," Gonzales said.

At Manvel High School, one of the youngest members serving was 15-year-old Cadet Basic Jonathan Tuck, who showed the understanding and empathy often found in CAP cadets as he took a break from hauling ice and bottled water.

"These people have been suffering a lot so they need some help and encouragement," said Tuck. "Sometimes it's just somebody there with some water or loading a bag of ice for them that can really make them stand up and face another day."

Silencing Beacons

Sr. Mbr. Andrew Coberley, 18, and Lt. Col. Melanie Capehart worked at Scholes International Airport at Galveston helping silence the unending warble of emergency beacons set off by Ike's winds and surge.

Coberley walked across the airport's vast grounds in



Photo by Susan Robertson, CAP National Headquarters

Cadet Chief Master Sgt. Jason Myers, 20, pauses at West Houston Airport after sending a CAP aircraft onto the runway for takeoff. Myers, a qualified mission scanner, is training to be an observer.

the hot sun to help identify the ringing of emergency beacons coming from a large hangar that housed an air museum.

For Coberley, who lives near Dallas, the experience was surreal.

"My principal was a Spaatz cadet, and he understands completely that what I'm doing right now is helping people," Coberley said.

The efforts of youth like Coberley caught the attention of appreciative senior members like Texas Wing Commander Col. Joe Smith.

"The cadet involvement in these activities is absolutely critical," he said. "One of our significant success stories on the ground was the cadet involvement in passing out food, water and ice to people in need who couldn't live in their houses and had no electricity. We could not have done that without our cadets." ▲



Cadet Sr. Airman Angelique Gonzales directs a CAP aircraft at West Houston Airport mission base in Texas.

Photo by 1st Lt. Jerry Barron, Texas Wing

IKE'S FIRE

*Customers see
hurricane's
destruction
from above*

By Neil Probst

Observer Capt. Ilene Stephenson, also commander of the Texas Wing's Bandera Cadet Squadron, is ready to soar on a CAP mission launching from West Houston Airport. The flight carried Harris County emergency managers Mardie Menke and Francisco Sanchez above damage in the Houston area.



Photos by Susan Robertson, CAP National Headquarters

W

place she wants to be — flying with CAP!

Stephenson, 68, who leads the Bandera Cadet Squadron just west of San Antonio, flew Harris County Office of Homeland Security & Emergency Management officials Francisco Sanchez and Mardie Menke above hurricane damage in September in Harris County, which includes Houston, the nation's fourth-largest city. An observer on the flight, Stephenson launched alongside Capt. Doug Tanner in a CAP Cessna 182T.

"We're focusing on certain areas of the region that have been hard hit," Menke said.

Such flights were routine in the wake of Hurricane Ike. CAP aircrews took to the skies in East Texas and southwestern Louisiana two days after the Category 2 storm made landfall. Over the next two weeks, they ferried many state and federal officials, giving them a bird's-eye view of the devastation, and took more than 40,000 high-definition aerial photos of the affected areas.

The digital images were used by Texas Gov. Rick Perry, the Texas Legislature, the State Operations Center and the Harris County Homeland Security & Emergency Management Agency, as well as federal agencies like the National Weather Service, the National

When Capt. Ilene Stephenson isn't commanding her squadron of cadets or playing an electric bass guitar at her church, there's only one

Oceanic and Atmospheric Administration, the Department of Homeland Security, the U.S. Army Corps of Engineers and the Federal Emergency Management Agency to facilitate plans for recovery.

Assessing the Damage

At the time of Stephenson's flight with the Harris County officials, more than 90 percent of the county — about 2.1 million people — had no electricity.

Both Sanchez and Menke said the devastation was enormous.

Sanchez compared the damage to Hurricane Carla, a 1961 Category 5 hurricane that slammed the Texas coast with wind speeds above 150 mph.

He said debris removal in Harris County after Ike is 15 times that of Rita, which struck in 2005.

Sanchez, Menke and Stephenson took photos as they flew over Houston, which they provided to county commissioners to help them determine the greatest needs. They also worked to pinpoint four easily accessible spots



Mardie Menke, left, and Francisco Sanchez, both employees with the Harris County Office of Homeland Security & Emergency Management, prepare to launch from West Houston Airport on a Civil Air Patrol flight above Houston.



National Weather Service meteorologists Patrick Blood, left, and Steve Piltz, right, stand with CAP Capt. Steve Hundley, second from left, and Maj. George Hoyt, second from right, at Ellington Field in Houston before launching a flight above damage in Texas caused by Hurricane Ike.

in which to locate disaster recovery centers where residents could go to get information about benefits and to find housing and employment.

"We want to make sure we don't open a center that's not accessible to folks," Sanchez said.

A Coastal Cruise

A day prior to Sanchez and Menke's flight, two National Weather Service meteorologists — Patrick Blood of the Houston/Galveston office and Steve Piltz of the agency's Tulsa office — launched from Ellington Field in Houston for two flights in a Gippsland GA8 Airvan with Capt. Steve Hundley and Maj. George Hoyt.

During the flight, Piltz videotaped damage and Blood took about 800 photos. The video and photos will help

the Weather Service determine Ike's wind speed, the amount of surge that overran Galveston Island and the distance the storm debris traveled inland.

"This is the first time in the history of the Galveston seawall that water actually has gone over the wall, and the wall was completed in 1905, so this is an unprecedented event," Blood said.

The information the NWS gathered will be used in a post-storm report, he added.

Hundley and Hoyt flew the NWS team around Chambers County and Galveston Island and up and down the Texas coastline from Freeport south of Houston all the way to Port Arthur near the Louisiana border. From the Gippsland, the NWS could tell that the debris field extended 15 to 20 miles inland.

Mission Accomplished

"The pilots have been great, allowing us to go around if we miss something looking at debris lines," said Blood. "We're not only looking at structural damage. We're looking at how far the debris went inland. We're looking at erosion. The beach is gone. How is this affecting our ecosystem?"

Hoyt, a supervisor of maintenance operations with the U.S. Postal Service, was happy to be part of the mission.

"It was really enjoyable to have the customer in the plane with us. We were able to get specifically what they wanted to know by adjusting flights and positions of the airplane," he said. ▲

“The pilots have been great, allowing us to go around if we miss something looking at debris lines. We're not only looking at structural damage. We're looking at how far the debris went inland. We're looking at erosion. The beach is gone. How is this affecting our ecosystem?”

— National Weather Service meteorologist Patrick Blood

Members Sacrifice

Service Before Self

By Neil Probst

When a hurricane hits Texas, it doesn't mean that it's only a Texas problem, at least not in CAP. The spirit of cooperation among Civil Air Patrol wings is illustrated in this photograph as Oklahoma Wing Maj. Warren Zelenski, left, stands with Texas Wing 2nd Lt. Dustin Curran, Arkansas Wing 2nd Lt. Kim Reitz and fellow Oklahoma Wing member Capt. Joe Rathert at West Houston Airport. After the photo, Zelenski, Curran and Rathert launched a mission.



Photos by Susan Robertson, CAP National Headquarters

Cadet Capt. Nathan Munoz lost everything. His apartment on Galveston Island wasn't obliterated, but it took in 3 feet of water, rendering it unlivable.

With his family in Hawaii, he literally had nowhere else to turn.

Living in his car and watching his gas gauge like a hawk, Munoz was among dozens of CAP members who gave out ice, water and meals to Houston-area residents at Manvel High School after Hurricane Ike washed over Galveston in mid-September.

"It was heartbreakingly to help these people," he said.

"I would never tell them I lost everything, but I did," added Munoz, who is 19 and preparing to enlist in the U.S. Army.

Munoz's sacrifice is typical of CAP members who supported Texas residents in the wake of Hurricane Ike, despite their own personal struggles.

Munoz worked alongside 1st Lt. Priscella Boren, who lives in Angleton, not far from the Texas coastline.

Boren and her four children had to leave their forest-surrounded home after area residents received a mandatory evacuation order. Her family was left homeless when a tree fell on her house.

Fortunately, she could use her mom and dad's home in Angleton as a refuge for her children, and she had Civil Air Patrol.

1st Lt. Priscella Boren pauses for a moment while taking count of residents driving through the parking lot of Manvel High School in Brazoria County, Texas, to receive ice, water and meals. Boren, who lives in Angleton in the same county, helped victims of the storm despite damage to her own home. The bilingual member was especially helpful to Hispanic residents seeking assistance.

2nd Lt. Michelle Weisskopf, a detective in the Dallas Police Department by day, is pictured before launching on a flight over the Texas coastline. Weisskopf left her two children with her husband for a week while she assisted residents affected by Hurricane Ike.

Boren, too, worked at the distribution center, which was a salve for her, taking her mind off the loss of her house, which is being repaired.

"Being there really helped me. It helped me a lot," she said.

Boren helped other people, too, by greeting residents who came to the high school seeking aid with an ever-present smile; she was also able to communicate with Hispanic residents in Spanish.

She said she and Munoz were surprised to see each other that day.

"It was very emotional for me. That's the last person I expected to see," said Boren, who was impressed Munoz was serving despite his own struggles.

Leaving little ones

For 2nd Lt. Michelle Weisskopf, serving her community carried its share of emotion as well. A detective with the Dallas Police Department, Weisskopf left her two children, a 5-year-old girl and 2-year-old boy, at home with her husband to join 75 volunteers at West Houston Airport.

"The flying is awesome, absolutely awesome," Weisskopf said after eating a vegetable lasagna MRE and taking off for the coast with scanner trainer Lt. Col.

Melanie Capehart, pilot Capt. Israel Perez and observer Capt. Barry Hosford.

"It also felt great to help the people affected by Ike. Between damage assessment, emergency beacon searches, points of distribution participation and IT



uploads, there was plenty to do that made you feel like you were really accomplishing something," she said.

Putting others first

Sr. Mbr. Justin Harber helped despite severe illness.

Harber, 21, who is recovering from brain cancer, worked alongside his father, Maj. Bill Harber, at the mission base at West Houston Airport.

Justin Harber is currently on medical leave from the U.S. Army.

"It's great," he said of his CAP membership. "Going through CAP encampment helped me get through the military. Basic was a piece of cake."

Like any member, Harber was eager to do whatever was needed. While volunteering, he walked for miles with other members and cadets, looking for emergency beacons at Scholes International Airport at Galveston. ▲

Sr. Mbr. Justin Harber, left, stands with his father, Maj. Bill Harber, at mission base at West Houston Airport. Justin Harber, on medical leave from the U.S. Army while recovering from brain cancer, took part in ELT search missions at Scholes International Airport at Galveston while his father was aloft on high-bird communication missions.



CAP Cares! Donation Program Aids Members

CAP Cares, a donation program organized by Civil Air Patrol National Headquarters and fueled by private donations, supports CAP members and the missions of CAP. One hundred percent of the funds benefit CAP members.

Members and other concerned citizens can make a tax-deductible donation to CAP Cares online by going to www.gocivilairpatrol.com/html/donations.htm. The secure online form includes a "CAP Hurricane Victim" check box.

Eligibility of Recipients

Donation recipients are limited to current, active CAP members in good standing, 18 years or older, who must use the funds for the purpose indicated in their application. CAP members younger than 18 must have a parent or legal guardian fill out the application. Prospective recipients must have their application approved by both their squadron and wing commander before it is received at CAP National Headquarters. Once received, the application and any supporting documents are forwarded to the CAP Cares committee for review and approval.

More than Hurricane Relief

CAP Cares is not just a vehicle to help those affected by natural disasters. Donors can designate their support of:

- Col. Dion DeCamp Memorial Scholarship Fund, named in memory of the late Nevada Wing commander who perished along with Col. Edwin Lewis in a November 2007 aircraft crash;
- Col. Edwin Lewis Memorial Scholarship Fund, named in memory of the former CAP national vice commander;
- Patrick Goudey Flight Scholarship, established in memory of Patrick Goudey by his daughter, Alison Newton, to honor the volunteer spirit of Civil Air Patrol members who worked to find her father's downed aircraft in August 2005 in Georgia; and
- General Fund established to help deserving CAP members with dues, flight academy tuition and other related needs.

Hall of Honor

By Capt. Steven Solomon

Former National Commander Cited For Building Relationship With The Air Force, Improving CAP Technology

It's a sign of respect to pay attention when a superior officer speaks. So, when former National Commander Maj. Gen. Richard L. Bowling went to the podium to acknowledge his induction into the Civil Air Patrol Hall of Honor, everyone listened.

But instead of reflecting on his accomplishments, and there is a long list he could have recited, he thanked others for his success. And most of all he gave credit to his wife of 41 years, the former Ellen Elizabeth "Ellie" Sanders, whom he met in the fourth grade in Tennessee in Tennessee.

"She's been the light of my life," Bowling said later, explaining that his remarks were not prepared in advance, so there is no copy for the archives. "She put up with a lot of stuff."

Indeed she did. Bowling was honored for more than 40 years of sustained, outstanding service as a CAP member during the Aug. 9 awards banquet at the 2008 National Board and Annual Conference at the Gaylord Palms Resort in Kissimmee, Fla.

In so doing, he became only the 33rd person in CAP's 67-year history to attain such high recognition.

Like many members, Bowling started as a cadet in CAP, joining in 1961 when he saw a friend in a khaki uniform and asked him what it was for. And except for four years while he was on active duty, Bowling has been serving CAP ever since.

He was CAP's commanding general from August



Maj. Gen. Richard L. Bowling, second from left, smiles as CAP Executive Director Don Rowland presents his beloved wife, Ellie, with a flower crafted from Alabama clay. Jonathan Freed, master of ceremonies for CAP's annual banquet, looks on.

Photos by Susan Robertson, CAP National Headquarters

2001 to August 2004, with responsibility for development, implementation and execution of the congressionally chartered missions of emergency services, aerospace education and cadet programs.

"When he took over as the national commander he set out to improve CAP's relationship with the Air Force," said Col. Larry Kauffman, who served as Bowling's chief of staff. "He solved all the problems and cemented the future, and the evidence of his success is that the Air Force chief of staff promoted him to major general."

It was during this time that CAP codified its first-ever long-range strategic plan and vision, including development of 13 long-term objectives. Bowling also oversaw a significant time of growth in membership — greater than 10 percent during his tenure, resulting in the first time in 12 years that CAP membership exceeded 61,000.

"I coined the phrase 'This is not your father's Civil Air Patrol anymore' when I became commander," Bowling said, noting that CAP moved into the 21st century by focusing on new technologies and aircraft such as fielding the SDIS (Satellite-transmitted Digital Imaging System) and ARCHER (Airborne Real-time Cueing Hyperspectral Enhanced Reconnaissance) in the GA8 Airvan.

"He understood the value of technology and fully supported the technology initiative," said Col. Drew Alexa, who directed the CAP Advanced Technologies Group when Bowling was national commander. "He was not afraid to make the tough call and stand firm. He was real supportive when

Maj. Gen. Richard L. Bowling thanks CAP members attending his induction ceremony, which was held during the 2008 National Board banquet.

“It’s probably one of the most humbling experiences, to be recognized by my peers, because it brings it all back into perspective. But the one thing I want to stress is that it was all for the good of the organization.”

— Maj. Gen. Richard L. Bowling

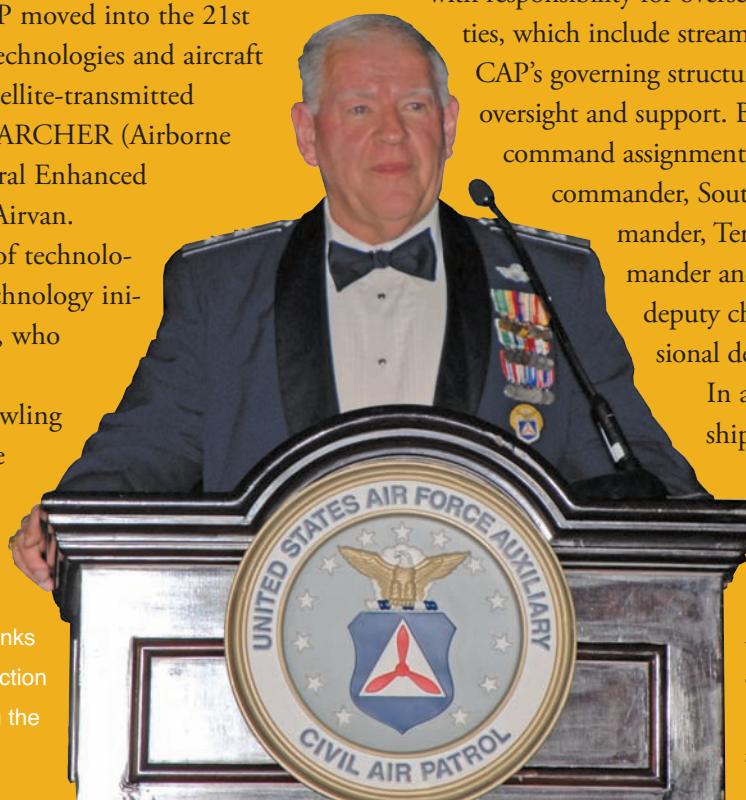
a lot of people pooh-poohed it."

Bowling was born in Knoxville, Tenn., and graduated from the University of Tennessee with bachelor's, master's and doctoral degrees in education. He also completed CAP Cadet Officer School, CAP Region Staff College, CAP National Staff College and U.S. Air Force Squadron Officer School.

He is currently chairman of CAP's Board of Governors with responsibility for overseeing the board's activities, which include streamlining and improving CAP's governing structure and CAP program oversight and support. Before his most recent command assignment, he served as vice commander, Southeast Region commander, Tennessee Wing commander and Southeast Region deputy chief of staff for professional development.

In addition to the leadership roles Bowling held over the years, he is a mission pilot, master observer and Federal Aviation Administration flight safety counselor.

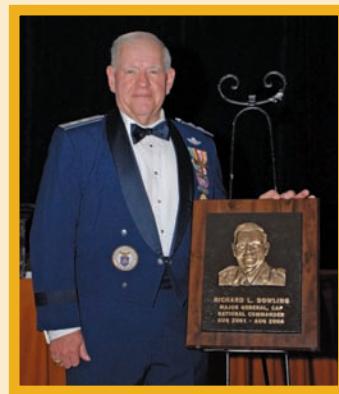
His CAP awards and decorations include the



Previous Hall of Honor Inductees

Brig. Gen. Warren J. Barry, CAP
Maj. Gen. Lucas V. Beau, USAF
Col. Joseph S. Bergin, CAP
Brig. Gen. Johnnie Boyd, CAP
Brig. Gen. D. Harold Byrd, CAP
Col. James C. Carter, CAP
Brig. Gen. Thomas C. Casady, CAP
Brig. Gen. Lyle W. Castle, CAP
Col. Obed A. "Poncho" Donaldson, CAP
Brig. Gen. S.H. "Hal" DuPont Jr., CAP
Col. Guy P. Gannett, CAP
Dr. Paul E. Garber
Col. Robert H. Herweh, CAP
Brig. Gen. Earle E. Johnson, CAP
Col. Clara E. Livingston, CAP
Col. Edwin Lyons, CAP
Lt. Col. William D. "Bill" Madsen, CAP
Col. Larry D. Miller, CAP
Col. Louisa S. Morse, CAP
Col. Zack T. Mosely, CAP
Brig. Gen. William M. Patterson, CAP
Col. Alan C. Perkinson, CAP

Brig. Gen. F. Ward Reilly, CAP
Mr. John V. "Jack" Sorenson
Gen. Carl A. "Tooey" Spaatz, USAF
Dr. Mervin K. Strickler Jr.
Col. Troy G. Sullivan, CAP
Brig. Gen. Paul W. Turner, CAP
Col. Gordon T. Weir, CAP
Brig. Gen. William C. "Cecil" Whelen, CAP
Mr. Gill Robb Wilson
Col. Lester Wolff, CAP



Maj. Gen. Richard L. Bowling becomes the 33rd inductee into the Civil Air Patrol Hall of Honor.

Distinguished Service Medal with two bronze clasps, the Exceptional Service Award with six bronze clasps, the Meritorious Service Award with eight bronze clasps, the Brig. Gen. Charles E. "Chuck" Yeager Aerospace Achievement Award and the A. Scott Crossfield Master Educator Award. He also holds CAP's highest academic award — the Gill Robb Wilson Award.

"It's probably one of the most humbling experiences, to be recognized by my peers, because it brings it all back into perspective," Bowling said. "But the one thing I want to stress is that it was all for the good of the organization."

He was inducted into the Hall of Honor on the recommendation of the Hall of Honor Committee and approval of the National Board. It may be viewed in a special exhibit in the U.S. Air Force Museum at Wright-Patterson Air Force Base, Ohio, as a lasting memorial of individual service to Civil Air Patrol. A miniature version is displayed in the main conference room at CAP National Headquarters at Maxwell Air Force Base, Ala. ▲

Capt. Steven Solomon is director of public affairs for CAP's Southeast Region.

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www.caphistory.org

Still winging it



At age 84, Mary Feik is the queen of all things aviation

By Theresa Winslow

Suffice it to say that most 84-year-old women aren't eagerly waiting to start restoration work on an antique airplane. And it's also a good bet that most octogenarians aren't fixing up a building on their property to serve as a small hangar, either.

But for Col. Mary Feik, none of this is out of the ordinary. Feik, who has an aviation award named after her and still travels across the country giving inspirational and educational talks for Civil Air Patrol, has had a history-making career as an airplane master mechanic.

Col. Mary Feik sits in an Air Force fighter jet — the A-10 Thunderbolt II — during a recent Tri-Wing Encampment visit to the Warfield Air National Guard Base at Martin State Airport in Maryland.

She designed trainers for World War II fighter pilots and flew more than 6,000 hours in a variety of exotic military aircraft to determine maintenance and safety requirements. She also helped restore famous planes at the National Air and Space Museum.

Feik was named one of the 100 most influential women in aviation and aerospace over the past century and is included in a NASA poster celebrating women in aerospace. Earlier this month, she was awarded an honorary life membership in Civil Air Patrol, one of the organization's highest honors.

"She was ... a role model for me," said Dr. Peggy Chabrian, president of the Ohio-based Women in Aviation, International. "She was one of the first female mechanics and a mechanic for over 50 years. She's a great lady and a lot of fun."

Feik's home outside Annapolis, Md., is a working monument to her life — part library, part exhibit hall and part elaborate maintenance shop.

It's all highly organized and meticulously preserved, however. She developed an eye for precision from her father, who owned an auto repair shop, and her first boss at a U.S. Army Air Corps base. (The corps later became the Air Force.)

Just as an example, she still keeps detailed charts on the tire pressures of her four vehicles. (Her 50th anniversary present in 2000 was a special-edition Toyota Tundra truck that looks brand new.) She fills the tires with one of her five air compressors, which are also used for painting, riveting and cleaning.

"She's terribly unique," said Ohio author Ann Cooper, whose recent book, "Stars of the Sky, Legends All: Illustrated Histories of Women Aviation Pioneers,"

includes a segment on Feik. "I've never met anyone who has anywhere near the same accomplishments. She's to be admired."

Down-to-earth

Despite all this, one of the most interesting things about Feik is that she doesn't consider herself or her career all that special. "Anybody, given the same circumstances as I had growing up could have done what I did," she said.

And Feik sees no reason to stop doing what she loves. She "retired" from work at air bases in 1975, then went to work at the Smithsonian for about 10 years. Since then, she's concentrated on her own projects and work with Civil Air Patrol.

"Besides all the stuff she's done with aviation mechanics, she just loves the cadets," said Capt. Brenda Reed of CAP's Maryland Wing. "I think she's great. She's very down-to-earth and doesn't want to be treated special.

(In fact, at banquets) she doesn't like to sit at the head table. She wants to be with the cadets."

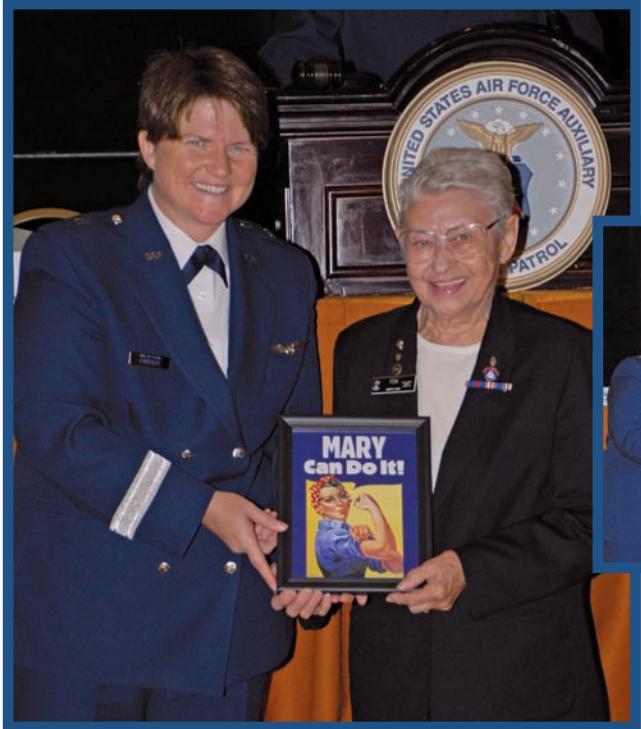
Feik still flies a Piper Comanche, which she keeps in Virginia, and is restoring the 1952 Piper Pacer P-20 for the company's museum. She has a daughter who is also in CAP and two step-grandchildren. Her husband of 54 years, Robert Feik, died in 2004 at age 85. He had a noteworthy career in aviation as well, serving as chief scientist for the Air Force Communications Command.

"A lot of people play golf," said Feik, a petite woman with close-cropped white hair and huge glasses who peppers her talk with lots of "sweethearts" and "cuties." "I'll be out there playing with my airplane."



Photo courtesy of Jean Reed

Col. Mark Feik, center, enjoys visiting with Maryland Wing cadets Ali Globus, left, and Briana Gress at the 2008 Tri-Wing (Maryland, Delaware and National Capital wings) Encampment banquet at Camp Fetterd Military Reservation in Reisterstown, Md.



The plane truth

Feik didn't gravitate toward being a mechanic while growing up.

It's more accurate to say it gravitated toward her, in the form of a father who needed help in his shop near Buffalo, N.Y., during the Depression.

Feik welded when she was 11 and overhauled her first engine at 12. By the time she graduated from high school, she planned to parlay this background into a career in engineering, but she was rebuffed when a college registrar told her, "We don't take women."

Her father once again came to the rescue, finding her a job teaching aircraft maintenance in North Carolina. She didn't have any experience with airplanes at the time, but reasoned that the engines couldn't be that different from

CAP Col. Mary Feik stands in front of a new exhibit on Women Airforce Service Pilots (WASP) during a ribbon-cutting ceremony at Vintage Aero Flying Museum. The ceremony was part of the Colorado Wing's Aerospace Education Day, which was observed on Sept. 20.



Photo by 2nd Lt. Ted Harshaw, Colorado Wing

CAP National Commander Amy Courier, left, presents Col. Mary Feik with a framed print that celebrates the aviation pioneer's positive attitude, which inspires young and old alike. Courier also presented Feik with Civil Air Patrol's Lifetime Membership Award, one of the highest awards presented to longtime CAP volunteers.

cars, and she could learn the rest on the job.

She was right, and the earlier incident at the university was the only discrimination she ever faced. "I could do everything the men could do," she said. "We worked together as a team. It was incredibly interesting and challenging."

Maybe the only difference came when they posed for photos. Feik was told to exchange her coveralls for a dress, which she didn't mind.

"To me, flying an airplane is only half of what you should know about an airplane," she said.

The other half is how it's put together and maintained, she explained. "If you know the internal systems of your airplane, if you get into (trouble), it can save your life."

Feik said she kept working as a mechanic for so long because she enjoyed the challenges. When she tore down an engine or designed a unique piece of equipment, it was thrilling, she said.

As an example, she related the story of testing the 2,000-horsepower engine of a P-47 fighter, dismantling it, and then putting it back together. "I was in seventh heaven," she said.

Feik's advice for girls today is the same kind of guidance she got from her father, George Stan, who told her she could do anything.

"Go with your feelings," she said emphatically. "Be capable; be a lady. Show respect and you'll get respect. A girl has to be confident in her own abilities." ▲

Theresa Winslow is a staff writer for The Capital in Annapolis, Md. This story originally appeared in Capital Weekly on Aug. 24.

Maryland teen named National Cadet of the Year

Goal-driven youth exemplifies best of CAP

By 1st Lt. Julie Holley

Cadet Col. Jake Reed was named the 2008 Civil Air Patrol National Cadet of the Year, the latest in a series of peak achievements for the 18-year-old.

The Carroll Composite Squadron cadet is the first Maryland cadet in more than a decade to receive the prestigious accolade.

Reed called the award a tremendous honor and the ceremony inspiring.

"I got up in front of the leaders of CAP, all of the wing commanders, all of the region commanders and the national commander. They had an Air Force three-star general there. And, the fact that they all recognize how important the cadet program is and how important this award is to the cadet program, it was just really special," he said.

CAP's Cadets of the Year must demonstrate outstanding leadership and academic excellence and have achieved at least the Amelia Earhart Award.

With Reed's busy CAP schedule, accomplishments have come frequently and quickly.

He has held almost every leadership position possible in the Maryland Wing, including serving as commander of the wing drill team and participating in every level of

the Cadet Advisory Council.

The extremely active cadet has attended six Tri-Wing Encampments, serving as cadet commander of the 2008 event, and five national cadet special activities, including Civic Leadership Academy.

At the same time, Reed has maintained an excellent rapport with National Headquarters, assisting the Cadet Programs staff with development of new

Cadet Col. Jake Reed, center, salutes alongside Cadet Maj. Lee McDaniel, of the Delaware Wing, left, and Cadet Col. Beth Peters of the Maryland Wing during closing formation at the Tri-Wing Encampment held at Camp Fretterd in Maryland. Reed has attended six Tri-Wing Encampments, serving as cadet commander of the 2008 event.



Photo by Capt. Jeff Koubek, Maryland Wing

Cadet Col. Jake Reed instructs cadets at the Weapons Simulator at Camp Fretterd, Md.

National Cadet Special Activities procedures. For his contributions, he was personally invited by CAP-U.S. Air Force to attend Cadet Officer School.

Reed's level of involvement is extremely unusual in that he supports all three of CAP's missions — emergency services, aerospace education and cadet programs — with the highest level of dedication.

The Gen. Carl A. Spaatz Award cadet is a member of his squadron's ground team and has actively participated in search and rescue missions.

He is also active in aerospace education as a student pilot after soloing last year during the Maryland Wing Solo Academy, where he scored the highest grade in his class on the Federal Aviation Administration private pilot exam.

In addition to community service through CAP, Reed donates his time outside of the organization by volunteering with the Maryland Department of Natural Resources Scales and Tales program, the Maryland State Fair, the Festival of Trees and Carroll Hospice.

To cadets who aspire to earn the Cadet of the Year Award in the future, Reed advises them to try everything CAP has to offer to find their passion.

"I wasn't sure if I was going to like fly-

ing or not, but I tried it and now I'm a student pilot. The same with ground team, drill team and color guard. You can find your niche in something that really surprises you," he said.

After receiving CAP's top cadet honor, Reed is turning his attention to his next goals, which include graduating from college.

He is entering his junior year at the University of Maryland at Baltimore County after graduating magna cum laude from Carroll Community College. He is also working full time for the Department of Defense.

In his spare time, Reed continues to work toward his private pilot's license. He says he also enjoys flying gliders and is interested in getting certified as a skydiver after making his first jump recently in Lake Wales, Fla.

Reed credits the people around him for his success.

"Without the support of my fellow cadets and senior members who have mentored me over the last six or seven years, without them, I wouldn't have been able to do it," he said. ▲

1st Lt. Julie Holley is the public affairs officer for Maryland Wing's Bowie Composite Squadron.



Cadet Col. Jake Reed, CAP's Cadet of the Year, center, stands at attention alongside Cadet Maj. Lee McDaniel, left, and Cadet Col. Beth Peters on the final day of the 2008 Tri-Wing Encampment.

Photo by Maj. Paul Ciampoli, National Capital Wing

Once a cadet, always for cadets



Award winner
brings out the
best in youth

By Neil Probst

One of the smallest Civil Air Patrol wings boasts a member with one of the biggest hearts for cadets.

Lt. Col. John McGaha, Civil Air Patrol's Senior Member of the Year, has served the cadet program since 1977, when the commander of a local squadron in Wilmington, Del., came to his junior high school to introduce CAP.

"I signed up because I thought it would be cool to wear a uniform," said McGaha.

McGaha, now 45, has worn the CAP uniform with pride ever since. Within three years after he joined, he was soloing in a CAP aircraft and participating in emergency services. Soon, drill became his passion.

He helped lead the Delaware Wing to its first Middle East Region Championship in 1982, and, since then, he has led the team to 15 region championships and the Delaware Wing Color Guard to one national title.

"I felt the cadet program did a lot for me, and I wanted to give back," McGaha said.

Now a vice president for small business lending for

Bank of America, McGaha credits CAP for paving the way to a productive and enjoyable career.

"As I grew up and got into business life, I found the skills I've learned in CAP — like being a 14-year-old first sergeant in charge of a group of cadets who were my peers — were invaluable," he said.

"John is the kind of person who has dedicated himself to Civil Air Patrol, to the program and to giving back," said Delaware Wing Commander Col. Eugene Egry. "Civil Air Patrol has done well by him; therefore he feels a deep-rooted desire to give back to the program, and the way he does that is through the cadet program and training future leaders."

As a trained observer and scanner, McGaha could easily choose to spend his volunteer time with CAP aloft, but he doesn't. "I feel most of my time needs to be spent with cadets to help move them on to be future leaders of our country," he said.

Pictures tell a lot about McGaha's commitment to the Cadet Program. In one, he stands with fellow cadets in

1980 as a member of the first Diamond Flight Delaware Wing Drill Team. In a second, he stands with the National Champion Drill Team he proudly led to the National Cadet Competition title in 2003, 23 years later.

Many of McGaha's cadets have graduated from the Air Force Academy, Naval Academy and West Point; others have served as Marines in Iraq. He also has enjoyed watching some of his cadets become successful in business. One is working on a cure for cancer.

McGaha, a Gen. Carl A. Spaatz Award achiever, also has played a major role leading nearly 20 youth to earn their Spaatz award.

"I enjoy watching them grow and mature into young adults," said McGaha.

"A young cadet comes in, and he or she might be a little raw or may be somewhat difficult to deal with at first, but if you work with them by teaching them some skills and relate to them as a person instead of a kid, they grow faster and you see great things from them."

Great things, indeed! ▲



For Lt. Col. John W. McGaha, drill is old hat. McGaha, top row third from left, is photographed in 1980 with fellow Delaware Wing cadets who made up the Diamond Flight Delaware Wing Drill Team, which he helped found.



Twenty-three years and 15 Middle East drill team championships later, McGaha, far right, stands with his 2003 National Drill Team Championship-winning Diamond Flight Delaware Wing Drill Team.

'08 National Board Meeting

...at a glance



CAP National Commander Maj. Gen. Amy Courier and National Vice Commander Brig. Gen. Reggie Chitwood go over remarks planned for the annual awards ceremony, which is a highlight of every annual conference. More than 20 national awards were presented during the event.



Capt. Scott Bakker, center, 1st Lt. James Metcalfe, left, and Capt. Tom Moore (not pictured) are honored by 1st Air Force Commander Maj. Gen. Hank Morrow during the National Board banquet. Morrow presented the Oregon Wing aircrew with the AFNORTH Commander's Award for their 2007 rescue of a pilot who crash-landed his plane in the Cascade Mountains in southwest Oregon.

Doug White, vice president of test and research services for ATK Launch Systems, accepts the Frank G. Brewer

Memorial

Aerospace Award

from CAP National

Commander Maj.

Gen. Amy Courier.

The premier

aerospace and

defense company

was given the

national award for

its efforts in the

area of aerospace

education since 1989, including its founding membership

in the Rocky Mountain NASA Space Grant Consortium

and its support to students and educators in Utah and to

Civil Air Patrol through speakers and facility tours.



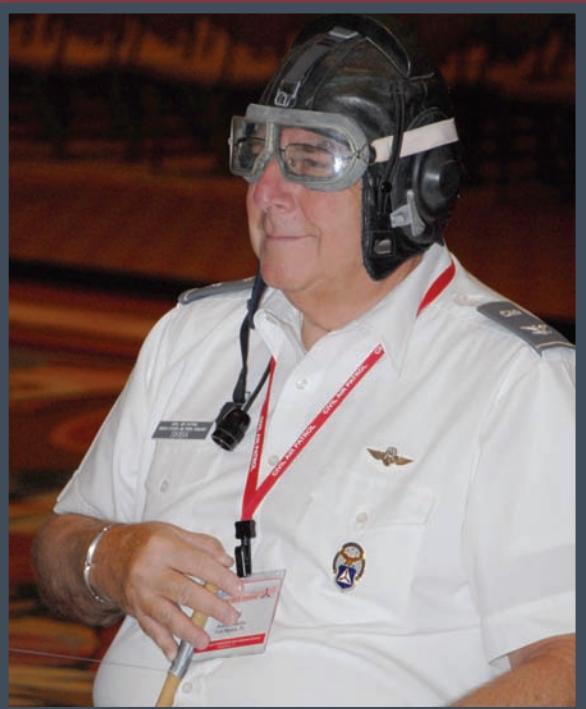
Maj. Gen. Amy Courier, left, presents Myrna Castle, widow of Brig. Gen. Lyle Castle, with a memory box of CAP historical photos and articles about her husband's service.

Castle, who served as chairman of the CAP National Board from 1965-1968, died July 1 in Sebring, Fla.



CAP National Commander Maj. Gen. Amy Courier, left, receives a \$5,000 check from Greg Romano, vice president for public affairs for the Aircraft Owners and Pilots Association. The money, which is earmarked for cadet scholarships, was presented in appreciation for CAP's support of AOPA. Earlier this year, CAP helped AOPA successfully spread the word to pilots about Federal Aviation Administration flight restrictions that were imposed near the AOPA Fly-In at Fredericksburg, Md.

Col. Andrew Skiba wears vintage pilot headgear while participating in an aerospace education exercise at the National Board meeting. Skiba was one of more than 100 volunteers who tried to land a miniature space shuttle by guiding the shuttle down a wire on a runway to a predetermined landing spot.



Photos by Susan Robertson, CAP National Headquarters



Members of the Southeast Region's national championship Color Guard, from left, Chief Master Sgt. Tiffany Jakowczuk, Cadet 2nd Lt. Timothy Lhota, Master Sgt. Joshua Davidson and Tech Sgt. Samuel Dauss, stand at attention before presenting the colors at the 2008 National Board meeting. The Color Guard, made up of members of Florida's Gainesville Composite Squadron, earned the Air Force Sweepstakes Trophy at the 2008 National Cadet Competition.



Chaplain (Col.) Charles Sharp, CAP chief of chaplain services, talks about mentoring chaplains and character development officers during a National Board learning lab.

Fifty-four learning labs ranging from chaplain services and drug demand reduction to fleet management and safety were presented during the final two days of the annual meeting. More than 400 volunteers attended the classes.

Public Affairs Essentials— Think Nationally, Act Locally



2007



Citizens Serving Communities Through
Aerospace Education, Cadet Programs & Emergency

ANNUAL
REPORT TO
CONGRESS



POISED FOR THE FUTURE
Vice Commander

LEGACY OF SERVICE
CAP Celebrates 65 Years

LEGENDARY FEMALE AIR
INSPIRES CADETS



CAP's duty to search



Stylebook
2008



PAOs converge

By Neil Probst

Members learn,
share ideas at academy

The 2008 Public Affairs Officer Academy brought 80 PAOs up to speed on the latest trends in their field while rewarding them for a year of valued work publicizing CAP's missions.

The second biannual PAO Academy themed "Public Affairs Essentials: Think Nationally, Act Locally," focused on PAOs' multifaceted role in branding CAP. The two-day event

sponsored by Posit Science included basic and advanced seminars on effective networking, newsletters, news releases, media relations, Web sites and PA and crisis planning.

The event also featured remarks from CNN correspondent Miles O'Brien, who presented the keynote address during the Maj. Howell Balsem awards ceremony.

"It is a thrill and an honor to be invited to speak to such a great group of dedicated volunteers. As a private

Maj. Loucendy Ball, center, commander of the Idaho Wing's Boise Composite Squadron, makes a point during a group discussion at the Public Affairs Officer Academy in Kissimmee, Fla. Eighty public affairs officers from around the country attended the two-day event, where they learned about crisis planning as well as enhancing Web sites, improving newsletters and publicizing the efforts of CAP members.



Photos by Susan Robertson,
CAP National Headquarters

pilot, it gives me a lot of comfort to know CAP is there," said O'Brien, who flew to the academy in his personally-owned Cirrus aircraft.

"As a reporter, it is nice to know the ranks are filled with smart PAOs who are well-qualified to help us tell the story," he said.

The Balsem awards recognized PAOs' outstanding achievement in eight categories — brochure/poster/flyer; event promotion/crisis management; media coverage of CAP; newsletters; photography; slide/PowerPoint presentations; Web site; and writing for media. Capt. Phil Norris of the Mississippi Wing won a Balsem in the media relations category and Best of Show for implementation of effective PA strategies related to CAP's search and rescue of Dennis Steinbock, who joined the organization after learning his rescuers were CAP members. Steinbock is now a public affairs officer for the

Klamath Falls Composite Squadron in Oregon.

New practitioners like Steinbock appreciated the agenda's diversity.

"I thought it was really good to take people who don't have much experience at all and help get us started in how to do press releases, promote squadron events and things



CAP National Commander Maj. Gen. Amy Courter presents PAO Academy keynote speaker and CNN correspondent Miles O'Brien with a World War II-era CAP Stinson to thank him for his appearance. O'Brien praised Civil Air Patrol in his speech and posed for photographs with all PAOs who came to the academy. Below, participants were presented with the first-ever PAO Academy coin engraved with the academy theme.

like that," said Steinbock. "That's what I found particularly helpful."

Academy attendees like Steinbock and Lt. Col. Loucendy Ball of the Idaho Wing returned home very pleased with the training they received.

"I learned from the moment I walked through the door," she said. ▲



“It was a thrill and an honor to be invited to speak to such a great group of dedicated volunteers. As a private pilot, it gives me a lot of comfort to know CAP is there. As a reporter, it is nice to know the ranks are filled with smart PAOs who are well qualified to help us tell the story.**”**

— Balsem awards keynote speaker, CNN correspondent Miles O'Brien



CAP Partner Delivers Glass Cockpit Training to National Conference Attendees

By Kimberly L. Wright

CAP's national conference learning labs included a prestigious new addition this year with presentation of a two-day session on the Cessna/Garmin G1000 Integrated Cockpit System. Fifty-three CAP members received the valuable training on Cessna's state-of-the-art flight equipment.

The training included discussion of components of the G1000 system, the primary flight display and practical techniques for using the system, complemented by the opportunity for hands-on practice using two G1000 demonstration units.

The G1000 system integrates critical flight and navigation data on two 10.4-inch, high-definition screens capable of presenting data in brilliant, sunlight-readable color at wide viewing angles. The transition training helps people familiar with the more traditional aircraft panel gauges adjust to using a modern digital readout similar to what jets use. The class also is the first step in qualifying members to instruct others. Participants who successfully completed the training received a Cessna certificate and credit for the



Training offered at the national conference helped familiarize members with the multifaceted capabilities of the Cessna/Garmin G1000 system, designed to assist customers in their transition from traditional aircraft panel gauges to the new all-glass, jet-like cockpit.

ground school portion of the G1000 transition course.

Members appreciated the instruction: "I thought the class was an excellent review. I gained some insights into the WAAS (Wide Area Augmentation System) approach capabilities of the G-1000," said Capt. Louis Cantilena of National Headquarters, a mission and CAP instructor pilot. "It was truly new material for many of us." The WAAS uses a system of satellites and ground stations that provide GPS signal corrections, giving pilots better position accuracy to allow for vertical guidance during nonprecision instrument approaches.

Though the bulk of G1000 training is conducted at Cessna headquarters in Independence, Kan., Cessna trainers will travel to conduct the course at the request of clients.

Cantilena appreciated having the course available at the national conference. "It was very convenient," he said. ▲

Photo by Capt. Richard Sprouse, Minnesota Wing

CAP Represented at President Bush's Speech on Volunteerism

President Bush (inset) recently took the time to honor volunteers nationwide during festivities on the South Lawn of the White House, and Civil Air Patrol leaders were in attendance. In his remarks, Bush praised the volunteer spirit of America and discussed the role of the USA Freedom Corps. Said Bush to the assembled volunteers: "I believe you are a constant reminder of the true source of our nation's strength, which is the good hearts and souls of the American people." Representing CAP were CAP National Commander

Maj. Gen. Amy Courter, left, and then-Rocky Mountain Region Commander and current Chief of Staff Col. Russ Chazell, as well as, not pictured, Board of Governors Member-At-Large Maj. Gen. Richard Bowling, Executive Director

Don Rowland, CAP U.S. Air Force Commander Col. Russ Hodgkins, Deputy Director of Operations John Desmarais and Government Relations Consultant Col. John Swain.



Photos by Col. John Swain, CAP Washington representative

*Wreaths
Across
America
2008*

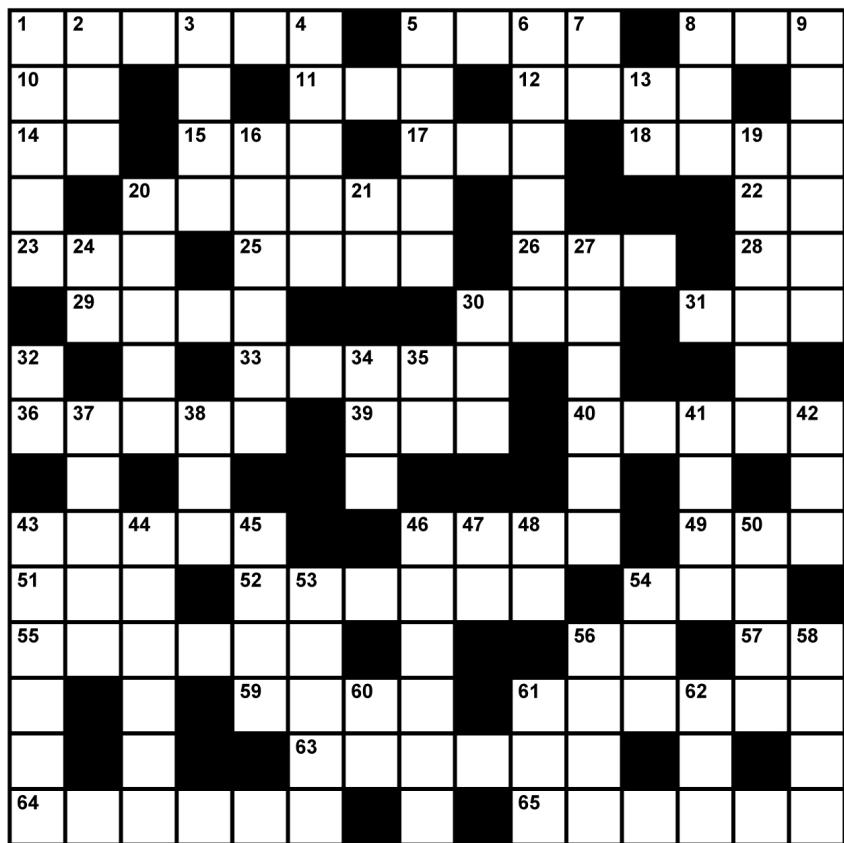
wreathesacrossamerica.org

Arlington National Cemetery
Fort Myer, Va.
Saturday, Dec. 13



Civil Air Patrol Crossword

Crossword by Myles Mellor
www.themecrosswords.com



Across

1. An unpowered aircraft
5. New pilot's first flight
8. ___ C. Eaker, commander of the Eighth Air Force during WWII
10. United Airlines, abbr.
11. Frightened noise
12. Along with
14. Attorney General, for short
15. Eureka!
17. Electrically charged atom
18. ___ lage, central body of an aircraft
20. ___ of Allegiance, oath of loyalty to the U.S.
22. ___ Prado, Spanish museum
23. Labor ___, U.S. federal holiday
25. Deli choices
26. Listening device
28. Providence place
29. Pump stop
30. Compact disk-interactive, abbr.
31. Intel group

33. A little more
36. Moves an airplane on the ground under its own power
39. In aircraft weight and balance, it is the distance from the center of gravity to some point
40. ___ Mitchell, he is regarded as the father of the U.S. Air Force
43. ___ Guard, military flag flyers
46. Precious stones
49. At the stern
51. Compass point
52. Clever
54. Pressure measure
55. ___ and rescue
56. Firm, for short
57. Gym loss, perhaps
59. Where the sun rises
61. Duck walk
63. Newborn necessity
64. HSEMA part
65. L-13 ___, the most numerous and widely used glider in the world

Answers on page 52

Down

1. Coast ___, national organization responsible for services at sea
2. Time delay
3. Watch face
4. Be ___ DC, HSEMA's new blog title
5. Airplane places
6. Brought the plane down
7. "He's a good ___ boy..."
8. Debtor's note
9. ___ Earhart, famous female aviator
13. Golden Gate city
16. "American ___," the theme of Vermont's Labor Day Parade
19. In regular succession
20. Common cookware brand
21. Electric giant
24. American Airlines, for short
27. Short-range commercial passenger airplane
30. Cylinder with reciprocating motion
32. Computer department
34. Asphalt
35. Rolls Royce symbol
37. By yourself
38. Wedding words
41. Meadows
42. "Are we there ___?"
43. ___ Aircraft Company, manufacturer out of Wichita specializing in small, piston-powered aircraft
44. Association of individuals having a common goal
45. Running contest
46. Hurricane ___, that members of CAP helped deal with
47. Friendly alien
48. "Fly ___ to the moon"
50. Gas tank action
53. Hidden
54. Pea place
56. ___ A. Spaatz, the first Chief of Staff of the United States Air Force
58. Bird nose?
60. ___, senor!
61. Internet
62. Animal's home

Achievements



Gill Robb Wilson Award

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

Col. Robert Diduch	NER
Lt. Col Patrick W. Carlton	NV
Lt. Col. Ronald Philip Fory	SWR



Gen. Carl A. Spaatz Award

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.

Daniel A. Fowl	IN
Nathan F. Scalia	KS
Colby D. Hester	MS
Kelly A. Weeks	NC
Dallas C. Herndon	OK

Puzzle on page 51



Paul E. Garber Award

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.

Lt. Col. Thomas E. Smith	AK	MN
Maj. Larry D. Killian	AR	NC
Maj. Daniel M. Shearer	AZ	NC
Lt. Col. Stephen M. Dolgin	CA	NC
Lt. Col. Todd W. McIntyre	CO	NH
Maj. Bruce L. Roy	CT	NH
Lt. Col. Steve B. Schack	FL	NH
Lt. Col. Deborah J. Schmid	GA	NM
Lt. Col. Thomas E. Schmid	GA	NV
Capt. Casey Lee Cody Schroeder	IA	NV
Maj. Jeffrey L. Young	IN	PA
Maj. Craig L. Butter	KS	PA
Lt. Col. Vance R. Veazey	KS	PR
Maj. Kathy M. Wolfe	KY	RI
Capt. Christine C. Richmond	LA	TN
Lt. Col. William R. Schillhammer	MA	TX
Capt. Michael A. Crockett	MD	TX
Capt. Daniel M. Leclair	ME	TX
		UT
		VA
		WI



Gen. Ira C. Eaker Award

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.

Vincent P. Van Dintel	NH
Nicholas M. Longhi	NJ
Stasia M. Rogacki	NJ
Gerald A. Feltmand	NM
Adam G. Henery	NY
Christopher M. Buck	OH
Mitchell W. Edwards	PA
George J. Johnson	PA
Liam J. Lloyd	PA
Benjamin H. Newell	PA
Elizabeth A. Spoerl	PR
Daniel T. Dieckmann	TN
Daniel A. Fowl	TN
Barry E. Feinstein	VA

Great Lakes

Michigan members say ‘thanks’ with paint

MICHIGAN – Muskegon Composite Squadron members took the time recently to show their thanks for being allowed to use Grand Haven Memorial Airport for meetings and training sessions. The airport runways' marker lights and the tetrahedron (wind direction indicator) were in need of a good painting, so the squadron stepped up.

Past squadron commander, now Western Michigan Group assistant inspector general Lt. Col. Bob Brunais and airport manager Warren Benaway arranged for the airport to supply the paint and brushes and for the squadron to provide the manpower and learn flight line safety.

After the safety and activity briefings, 10 squadron members started painting in their assigned areas. Wielding brushes were Brunais, Lt. Col. Frank Roldán, Majs. Jim Cloutier and Jay Shorewood (squadron commander) and Sr. Mbr. Mary Jo Derenzo, along with five cadets — Cadet Chief Master Sgt. Adam Bricker, Cadet Tech. Sgt. Aaron Trute, Cadet Sr. Airman Vincent Modert, Cadet Airman Brett Calkins and Cadet Basic Peter Kruithoff. >> Lt. Col. Frank Roldán



Photo courtesy of Andy Lorie, Grand Haven Tribune

Cadet Airman Brett Calkins, left, and Cadet Tech. Sgt. Aaron Trute paint runway marker light posts at Grand Haven Memorial Airport.

Middle East

North Carolina hits pool for survival training

NORTH CAROLINA – Senior members and cadets from the Asheville Composite Squadron took to the water rather than the air recently when they underwent water survival training at Leila Patterson Center in Fletcher, N.C. After the beginning of a regular Thursday night, the meeting reconvened at the center, where Maj. Merlin Phillips taught 29 cadets and five senior members survival skills in an aquatic environment.

Beginning with a swim test, Phillips demonstrated different techniques for staying afloat, such as the “survival bob” and the back float, which the cadets and senior members eagerly practiced. He then demonstrated how to inflate a battle dress uniform. The trainees quickly learned that both the BDU trousers and blouse can be used as effective flotation devices. Finally, the trainees learned the “Reach/Throw/Go” mantra for water rescue.

After all the training, participants were allowed some play time and enjoyed the facilities the school graciously allowed the squadron to use. >> 2nd Lt. James C. Matthews



Photo by 2nd Lt. James C. Matthews, North Carolina Wing

Asheville Composite Squadron cadets learn to convert a set of battle dress uniforms (BDUs) into a flotation device.

North Central

Missouri cadets sharpen skills in cyberspace setting

MISSOURI – A dozen Missouri Wing cadets gathered recently in a University of Missouri at Columbia computer lab to learn basic fighter maneuvers and tactics at the Virtual Fighter Weapons School. Instructed by experienced combat flight simulator players like Maj. Dan Routier of the Central Missouri Composite Squadron — who set up the weeklong school — and actual U.S. Air Force fighter pilots, the cadets learned, practiced and applied aviation and flight skills in a networked desktop computer flight simulation environment.

"What we've basically done here is dedicate a block of time for formal instruction, and a lot of hands-on practice. Graduates of this activity who may have never flown a sim like this before walk away with as much training and experience as someone who has been playing casually for months," Routier said.

Getting really good at video games isn't the only thing the cadets accomplished. The course starts with the very basics of airplane flight, along with fundamental flight maneuvers that apply to all planes. The cadets apply those basic skills to perform maneuvers, then use them to accomplish tactical goals. In addition, the pace of the activity and quantity of information involved are designed to expand the cadets' multitasking abilities, improve their general situational awareness and speed up their decision cycles. Teamwork and communication also play a vital role during multi-ship engagements. The activity culminates in a round-robin student-versus-student tournament, with the overall winner earning the title "Top Gun." >> Maj. Dan Routier



Missouri Wing cadets compete in Virtual Fighter Weapons School at the University of Missouri at Columbia computer lab.

Photo by Maj. Dan Routier, Missouri Wing

Northeast

Rhode Island officer takes air traffic controllers into cockpit

RHODE ISLAND – The Rhode Island Wing has begun a program of offering flights to T.F. Green Airport air traffic controllers in Warwick to familiarize them with the pilot's perspective of the cockpit work load as well as responding to air traffic control. The program was proposed by Capt. Edward Ritchey, the Rhode Island Wing's standardization and evaluation officer, who is also a seasoned controller and ATC instructor at the airport's approach facility. Ritchey proposed offering the opportunity to the airport's new controllers, many of whom had never been in a cockpit, but when word of the program spread throughout the facility, many of the older, more experienced controllers asked to be included as well.



Air traffic controllers Rich Steele, left, and Gordon Green pose for a photo with Capt. Edward Ritchey before their flight. Steele, who's also a private pilot, was so impressed with the quality of CAP's aircraft and programs that he joined the organization.

The program is carried out on a strictly volunteer basis, with the controllers scheduling flights on their own time. The arrangement reflects a cooperative understanding between the Rhode Island Wing and local National Air Traffic Controllers Association members.

Ritchey, a certified flight instructor and Civil Air Patrol check pilot, has been providing the flights in the wing's new glass-cockpit Cessna 182. He reports enthusiastic, positive feedback from his controller co-workers. The most common questions he gets, he said, are "How can you do this?" and "How do you know when you are being called?" He said he believes when people on both ends of the communication line have a better understanding of each other's work, only good can result. >> Lt. Col. John A. Kearns

Pacific

Washington Wing squadron gets whirlybird's-eye view of area

WASHINGTON – Cadets find orientation flights in a Civil Air Patrol Cessna thrilling enough. But a ride in a Huey — a UH-1N Iroquois helicopter — is something else again, as 10 cadets and four senior members in the Tri-Cities Composite Squadron found out on a recent visit to Fairchild Air Force Base in Spokane, home to the 36th Rescue Flight. After the CAP members filled out the necessary paperwork and attended the required briefings, they received strict instructions on using specialized seat belts. This was especially important because the flight would be conducted with both side doors open. The unit was then divided into groups of three and outfitted with eye and ear protection as well as helmets wired for communication.

The route took the eager fliers out to a remote landing zone in the woods, followed the winding curves of the sparkling Spokane River and finished at Sacred Heart Medical Center helipad, where the crew practiced landing. The pilots banked the twin-engine Huey on the return trip, first left, then right, giving their passengers a thrilling up-close, perpendicular view of the terrain, 500 feet down.

After talking to the flight engineer over lunch, several cadets already planning a military career came away enthusiastic about looking into flying Hueys. The river wasn't the only thing sparkling that day as the ecstatic cadets headed out after offering special thanks to Air Force 2nd Lt. Paul Kawaguchi, a former CAP cadet colonel on casual duty with the 36th, and 1st Lt. James Outland, one of the co-pilots, for helping make the trip possible.

>> Capt. Deborah Kawaguchi



Photo courtesy of 2nd Lt. Paul Kawaguchi, U.S. Air Force

Rocky Mountain

Colorado squadrons provide water, responsiveness during race

COLORADO – Members from four units — Thompson Valley Composite and the Foothills, Parker and Mustang cadet squadrons — totaled 697 hours of community service while pumping more than 2,000 gallons of water, cup by cup, to record crowds during the three-day 29th Annual Mopar Mile-High NHRA Nationals at Bandimere Speedway in Morrison. Members were also busy with hundreds of heat exhaustion cases — not only people who passed out in front of the CAP tent, but also those brought from other areas of the track because the tent was labeled “Relief Station.” With emergency medical service staff from Denver’s St. Anthony Hospital just a few hundred feet away, the CAP members were a logical choice for help.



Canadian Forces Lt. Gen. Charlie Bouchard, NORAD deputy commander, pins on Cadet Airman Basic Daniel Christensen's new insignia during his promotion.

Photo by Capt. Michael D. Lawson, Colorado Wing
Two of the cadets helping out at the race experienced a special honor, thanks to Canadian Forces Lt. Gen. Charlie Bouchard, deputy commander for NORAD in Colorado Springs. With NORAD and Bandimere both marking their 50th anniversaries this year, Bouchard was the honored guest for the race. He participated in the promotions of Cadet Airman Nathaniel Smith of the Foothills squadron and Cadet Airman Basic Daniel Christensen of the Parker unit. The general — himself a former member of the Royal Canadian Air Cadets, his nation’s counterpart to CAP — conducted the promotions at the entrance to the dragstrip under the Bandimere Speedway Tower during the pro Top Fuel cars’ semifinals run. He also visited with the Foothills squadron’s Cadet Chief Master Sgt. Reid Doyle, a Canadian citizen. >> Capt. Michael D. Lawson

Southeast

Patriotic artwork dedicated to Florida squadron

FLORIDA – In late spring of 2008, Lt. Col. Ed Voelker of the Citrus County Composite Squadron was searching the Internet for patriotic images that could be used in the squadron's cadet leadership training program. When he saw Illinois artist Anthony Carnesecchi's "Wings of Freedom," he felt strongly drawn to the painting. Voelker and Carnesecchi exchanged e-mails, and after learning about the Florida unit's cadet program, the artist dedicated a print of the painting to the squadron.

"Wings of Freedom" was a work in progress early in September 2001. It began as a wildlife painting but took on a patriotic theme after Sept. 11 as Carnesecchi interjected the anger and sadness arising from the terrorist attacks that day, as well as the patriotism and bravery shown by the rescue workers and military personnel who responded.

The framed print was presented to the squadron by the artist's niece, Air Force Sr. Master Sergeant Gina Carnesecchi, who is stationed at MacDill Air Force Base. The Wings of Freedom print will be the centerpiece of an Honors Wall in the Citrus County Squadron's facility at Inverness Airport. Copies of the print also adorn the walls at the Pentagon and the White House in Washington, D.C. >> 2nd Lt. Ernest Lee



Photo by 2nd Lt. Ernest Lee, Florida Wing

Citrus County Composite Squadron cadets, from left, Chief Master Sgt. Ashlynn Wright, Staff Sgt. Shane Wright, Chief Master Sgt. Brock Wright and Airman Grace Wright — all siblings — and U.S. Air Force Sr. Master Sgt. Gina Carnesecchi show off the squadron's "Wings of Freedom" print.

Southwest

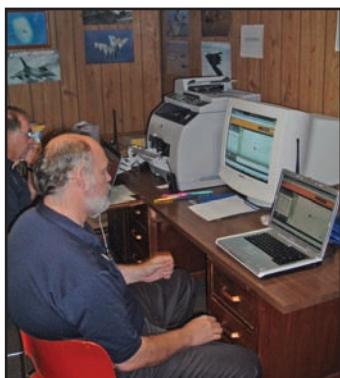
Texas members impress USAF during exercise

TEXAS – It wasn't quite a dress rehearsal for Hurricane Ike, but thanks to a U.S. Air Force-Guided Distributed Search and Rescue Exercise in mid-August, Texas Wing members found themselves brushing up on valuable skills only four weeks before the storm hit their shores. Under the direction of Lt. Col. Brooks Cima, the incident command post at D.W. Hooks Airport in Houston was a busy place. Col. Joe R. Smith, Texas Wing commander, was present throughout the exercise, observing the developments firsthand.

During the exercise, the Texas Wing finished testing a desktop computer-based high-tech system that displayed on-screen the actual position of several crews in near real time. The system, called Spot Tracker, was extremely useful.

The wing's performance earned high praise from the U.S. Air Force. Said Air Force Lt. Col. George Villalobos, a 20-year veteran: "The Civil Air Patrol has some tremendous capabilities — in a way they are (unfortunately) the best-kept secret in the world of emergency services. They continually add new capabilities and assets to their repertoire. No matter how many exercises I attend, I am always amazed at what the Civil Air Patrol is able to do, even more so because they do it with an all-volunteer force." In addition, during one of the air sorties, Dr. Daewon Byun, a professor of atmospheric science at the Institute of Multi-Dimensional Air Studies at the University of Houston, praised the performance and capability of CAP's hyperspectral imaging system and its airborne data-gathering functionality. >> Maj. Robert Brecount

Photo by Maj. Robert Brecount, Texas Wing



Ellington Composite Squadron
Commander Capt. Stuart Hagedorn tracks flights on-screen using an innovative new system.



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