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Spring 2020



volunteer



Cadet Wings

Where's Waldo? |

Capitol Idea |

Arsenal of Democracy



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SAVE THE DATE

The Derby City, home of Churchill Downs, Whiskey Row, and Louisville Slugger, hosts the 2020 National Conference.

MAKE THE SKY YOUR DESTINATION

MIDDLE TENNESSEE

STATE UNIVERSITY.



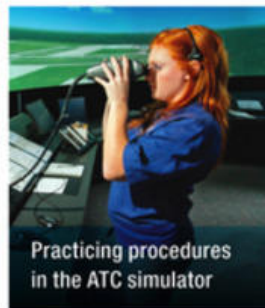
MTSU's Aerospace Department has 26 aircraft used for flight training, including this Diamond DA40 in the foreground. MTSU's Boeing 727 is visible in the background.



Students get hands-on experience in the 360-degree Air Traffic Control simulator at MTSU.



MTSU Aerospace majors working in the flight operations maintenance hangar



Practicing procedures in the ATC simulator



MTSU proudly hosted Civil Air Patrol Maj. Gen. Mark Smith, commander and CEO, on campus in 2019.

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ON OUR COVER

Cadet Chief Master Sgt. Tabitha Plasschaert from the Minnesota Wing's Mankato Composite Squadron was inaugural Cadet Wings class graduate number 4 (and already the second female graduate of the program). One hallmark of Civil Air Patrol's innovative flight training program is how the graduate demographic shatters the norm for the industry with higher than historic percentages of female and nonwhite pilots. Photo by Lori Ruch from Lori Marie Photography

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Enhancing the Volunteer Experience

■ I will admit upfront that I am biased. I believe that Civil Air Patrol is an exceptional organization comprised of wonderful people doing amazing things. This holds true for our 66,000-plus youth and adult volunteers as well as our paid staff. Not your typical volunteer nonprofit organization, Civil Air Patrol asks a lot of its members and staff — and our people deliver time and time again.

You will read articles in this issue about some of the truly remarkable things our folks are doing.

Something that I often share is that when I first joined Civil Air Patrol, I was not convinced that the organization and I were going to be a good fit. What

happened, though, is that I fell in love with our people. The amazing people who serve in CAP embody the essence of Gandhi's quote — serving others and making a difference in our communities, states, and nation. My motivation since that time is to help our people and our organization be highly successful and in the process also create a highly rewarding volunteer experience.

Recently, we have undertaken several initiatives in order to enhance Civil Air Patrol's volunteer experience. The largest of these is a revolutionary transformation in how we facilitate the education and training of our team. Helping volunteers grow and achieve their full potential through proficiency training and new skills development equips Civil

“THE BEST WAY TO FIND YOURSELF IS TO LOSE YOURSELF IN THE SERVICE OF OTHERS.”
— MAHATMA GANDHI

Air Patrol to provide the highest level of service possible as a Total Force partner of the Air Force.

Originally developed in the 1970s, Civil Air Patrol's current Professional Development system defines how we train our volunteers. However, education and training methodologies have evolved over the past 40-plus years, making 2020 an excellent time to introduce a



completely re-engineered Education and Training initiative that includes best practices, new techniques, flexibility of online and onsite training, and dynamic new specialty tracks.

Work on this transformation began in January 2016 with the creation of the Leadership Development Working Group. This group was originally designed to enhance the quality of the training that we provide to Civil Air Patrol leaders at each echelon — squadron, group, wing, and region. Over time we broadened the scope of the group to address the breadth of the volunteer experience, from simple onboarding, to developing as an effective leader, to advancing in a broad range of technical skills.

Under the direction of Col. Regena Aye, over 200 volunteers and members of the national staff have labored to develop their masterpiece — a completely re-engineered Education and Training program. This August, Civil Air Patrol's new education and training program will go live as the current professional development program is retired.

Civil Air Patrol's new Education and Training construct is based on current educational methods and best practices, such as active learning instead of lecture. The program will be flexible with modules available both online and onsite. Volunteers will find it easier to receive credit for the professional experience, training, and credentials they already

have. Mentoring for each individual is also an integral part of the overall program, not an afterthought.

Last, our new Education and Training program will be organized like a university, appropriately named Volunteer University. In order to bring this initiative to fruition, Col. Aye will become Civil Air Patrol's chief of Education and Training once she rotates out of her highly successful tour as our North Central Region commander.

In preparation for the launch of an entirely new learning system, Col. Aye has already selected her senior staff for Volunteer University. Col. Joe Winter, past Maryland Wing commander, will serve as provost. Col. Barry Melton, past Southeast Region commander, will serve as onsite dean. Lt. Col. Brenda Reed, active in many areas of Civil Air Patrol, will serve as online dean. Bobbie Tourville of the national staff will provide program support to the team. Jared Perego, learning management specialist, is the wizard who makes the many training and education courses exceptionally effective. Many more volunteers will round out this exciting and important new functional area.

“OUR NEW EDUCATION AND TRAINING PROGRAM IS QUITE ROBUST SO YOU CAN EXPECT TO BE HEARING AND READING MORE ABOUT IT IN THE COMING MONTHS.”

— MAJ. GEN. MARK E. SMITH

The culmination of this multiyear initiative will be the enhanced “care and feeding” of our adult volunteers. I am convinced that Civil Air Patrol, the Air Force and our many stakeholders will benefit from enhanced capabilities and professionalism from our volunteers. Our new Education and Training program is quite robust so you can expect to be hearing and reading more about it in the coming months. I am excited to watch this initiative blossom!

Enjoy the excellent articles and thank you for your support of Civil Air Patrol.



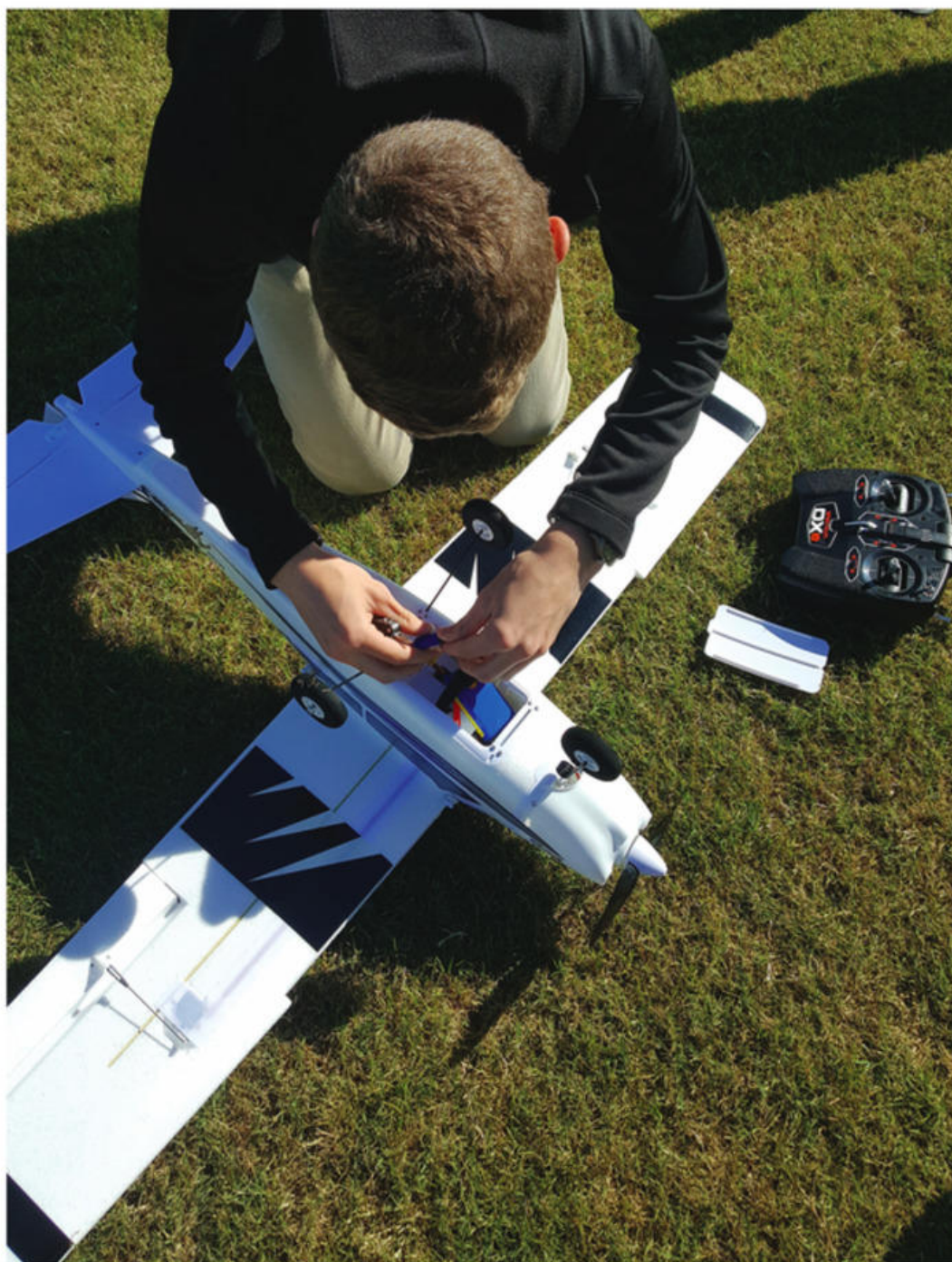
Semper Vigilans!

Maj. Gen. Mark Smith
CAP National Commander/CEO



Connecting the Dots

■ As technology blazes a trail into the future, there is a constant demand for the new skills and new jobs that are borne from that new technology. Small unmanned aerial systems (sUAS) are such a technology, and Civil Air Patrol operates the largest fleet of sUAS in the United States.



Just a few years ago, sUAS — commonly called drones — didn't exist. And when the first drones showed up on the scene, they were typically toys with little practical application. Soon the small remote-controlled devices sparked countless innovations that also generated the need for highly trained remote pilots to operate unmanned aerial vehicles (UAV) that can cost thousands to millions of dollars.

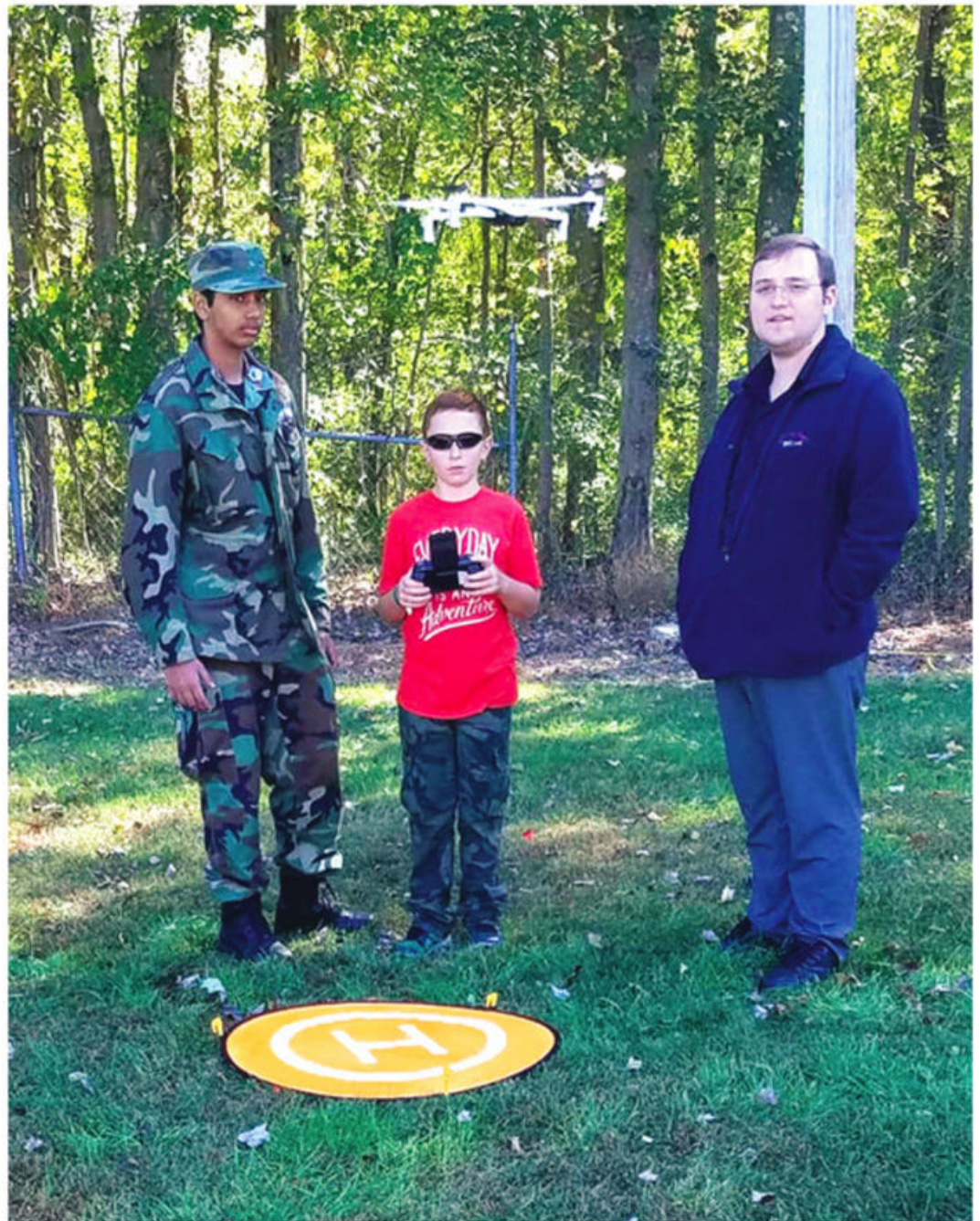
Demand for remote pilots touches many industries, from residential real estate to the military — and not only sUAS and larger unmanned aerial vehicles in the sky but also remotely operated vehicles on the ground and even underwater. In many cases sUAS are the platform to carry other technology to expand remote capabilities.

Because drones of all sizes have proven to be such effective cost-saving, lifesaving, and revenue-generating tools, applications for the technology expand daily as does the need for skilled remote pilots. Civil Air Patrol uses its fleet of more than 1,700 drones for training and real-world missions to find lost individuals, survey and inspect damage after natural disasters, assess remote locations that are inaccessible or potentially unsafe for humans, and more.

In just the first few years of its sUAS program, Civil Air Patrol has become the largest operator of registered drones in the United States. This capability provides indispensable services to the Federal Emergency Management Agency (FEMA) for every major response, enabling that agency to rapidly respond to the needs of communities in crisis with lifesaving assistance.

Small unmanned aerial systems are an important part of all Civil Air Patrol missions — aerospace education, cadet programs and emergency services. On the education side, CAP continuously adapts and introduces new products like STEM (science, technology, engineering and math) Kits, innovative classroom programs like ACE (Aerospace Connections in Education) and challenging K-12 curriculum to remain on the leading edge of the advancing technology curve.

We develop curriculum to help CAP squadrons and teachers educate and equip today's cadets and students to be tomorrow's highly skilled aerospace workforce. Of the 18 STEM Kits designed by Civil Air Patrol for squadrons and K-12 educators, three are focused on the skills, techniques and science behind remotely piloted





vehicles. Students as young as 10 can begin using CAP's Ready-to-Fly Quadcopter, where they can also apply skills learned through that kit and the other sUAS-related STEM Kits.

The skills learned by youth flying STEM Kits provide a foundation of knowledge they can apply later as cadets when earning a remote pilot certificate

from the Federal Aviation Administration on the path to becoming Civil Air Patrol sUAS mission pilots. Many cadets have already earned this qualification, and two recently deployed with national teams in support of FEMA missions.

Today's Civil Air Patrol is a technology-driven organization focused on aerospace education, cadet programs and emergency services. We excel at con-

necting the dots to align technology with education to create transferable skills and develop critical thinking and problem-solving. By educating school-age youth in the art of sUAS technology, physics and operation, we're exposing students to potential career opportunities, generating excitement about aviation, and creating a mindset of how the skills learned in youth will provide lifelong value in avocations and vocations. ▲





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Semper Vigilans = Semper Tutum

Always Vigilant, Always Safe

■ Civil Air Patrol has a strong commitment to risk management in all its missions and activities. The roll-out of a new Safety Management System (SMS) approach to CAP safety will ensure that our members have the knowledge, tools and training to successfully use risk management processes to reduce risk and increase the safety margin in everything we do.

Incorporated into our strategic plan, Civil Air Patrol laid the foundation for its new SMS in 2019 with new CAP Safety publications, and the tools and training to put the processes into action. And 2020 will see an increase in training and education with a revitalized National Safety Officer College, incorporation of risk management training into all levels

of education and training, and a strengthening of the Safety Specialty Track. For 2021 we will likely see increases in technological capabilities for data and mishap analysis as CAP begins to improve its Safety Information and Reporting System (SIRS) and takes a more active role with its general aviation partners in government and industry.

Continuous Improvement is a very important but often overlooked pillar of our SMS program. Member participation, input, and feedback are vital in ensuring the new program evolves and improves to meet CAP's risk management needs. Rather than a traditional safety program made up of rules and requirements, we think of the new safety program as a continuous improvement process. That process is geared toward risk reduction through continuous review and constant analysis of what we do, how we do it and the environment in which we do it. Those things change, and the risk management process helps us manage the changes and the risks they bring.

With all of Civil Air Patrol's improvements in safety, the most important part

of that process is, and always will be, the individual. Whether acting alone, flying as part of an aircrew, serving as part of a ground team, leading a group of cadets, or commanding a CAP unit, each member must be competent and confident in using the risk management process in all endeavors. When every member understands and uses the same risk management process, CAP will achieve its safety vision of becoming a recognized national leader in safety risk management.

Risk management is a continuous process, most easily understood as repeatedly asking yourself what can possibly go wrong, and then being proactive to prevent such occurrences from happening. Safety begins with continuous awareness of the hazards and risks

associated with everything we do. As Civil Air Patrol members serving others, we must be always aware. Always vigilant. *Semper Vigilans*.

Clearly our founding members had a good understanding of risk management when they chose the Civil Air Patrol motto. ▲

Opposite: CAP members working on the tarmac must be proficient in risk management procedures, helping ensure the safety of those on the ground as well as in the air.

Aircrew members in Civil Air Patrol are properly trained in using the risk management process, which is paramount in building CAP's safety reputation.



Special Observances



This photo taken at the 2019 National Conference in Baltimore shows diversity within Civil Air Patrol's Chaplains Corps. From left are Maj. Aharon Cohn of the Ohio Wing, Capt. David Grossman of the Illinois Wing, Capt. Chanoch Lebovic of the New York Wing and Capt. Isaac Rosenberg of the Florida Wing.

■ Being a diverse nation of blended cultures, ethnicities, races, and more is at the heart of what makes America the great country that it is. Over the years, the American experiment has extracted the best elements from countless cultures and seamlessly folded them into the fabric of our wonderful American experience.

While many have likened the population to a “melting pot,” others have compared it more to a “salad bowl,” where each ingredient retains its individual characteristics while contributing to the whole. Each person’s unique life experiences, background, culture and perspectives contribute to the nation’s diversity.

Civil Air Patrol and aviation history are

both rich in the contributions of people from many backgrounds. While Civil Air Patrol has been inclusive from its beginnings, we have not consistently recognized or honored our diversity and the strength it brings to the organization.

Beginning in 2020, a new focus on inclusion aims to enable all members to make their fullest contributions to the

DEOMI recognizes the following observances from U.S. Code and public law:

Observance Day/Month	Month or Date(s)	Established by
Black History Month	February	Public Law 99-244
Women’s History Month	March	Public Law 100-9
Asian American Pacific Islander Heritage Month	May	Title 36, U.S. Code, Section 102
National Hispanic Heritage Month	Sept. 15-Oct. 15	Title 36, U.S. Code, Section 126 Public Law 100-402
National Disability Employment Awareness Month	October	Public Law 105-225
National American Indian Heritage Month	November	Public Law 101-343

success of our organization. In the spirit of inclusion and respect, Civil Air Patrol will formally embark on an official celebration of diversity as modeled through the special observances designated by the Defense Equal Opportunity Management Institute (DEOMI).

For example, each February is Black History Month, which Civil Air Patrol recently celebrated in various ways. We'll celebrate Women's History Month, Asian American Pacific Islander Heritage Month, National Hispanic Heritage Month, National American Indian

Heritage Month and National Disability Employment Awareness Month.

Civil Air Patrol will begin by recognizing the observances set apart by law or U.S. Code as published on the list of special observances on the DEOMI.org website and shown below. In addition to recognizing contributions of diverse members and aviation pioneers, units are encouraged to integrate their stories into leadership and aerospace classes and other meeting activities and events.

Lastly, when your unit would like to

recognize cultural observances, special occasions or unique events during the year that don't appear on the list, I encourage you to celebrate them. And in the process of celebrating our unique differences, make an extra effort to take pictures, make a social media post, and submit a brief story for the PROPS newsletter to share your celebration of diversity as a recent example of the welcoming, accepting and trailblazing organization Civil Air Patrol is today, just as the Illinois Wing's 111th Flight Squadron modeled its commitment to diversity in 1942. ▲



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Leave the Nest

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By Randy S. Bolinger

How the innovative Cadet Wings program is addressing the nation's looming pilot shortage by creating fledgling aviators.

■ Unless you've been living in the Biodome or on the International Space Station for the past decade, you've likely heard conversations, seen reports or read articles about the pending pilot shortage — it's real and it's coming soon to an airport near you.

Basically, two data points are hurtling toward each other at breakneck speed. The challenge is how to keep them from converging.

As the Earth's population increases, so does the demand for commercial and general aviation to support the desires and needs for vocation and vacation travel. In 2020, it is projected that the commercial airline industry will be tasked to transport 4.72 billion passengers¹, more than a 200% increase in just the past 15 years. There are a number of ways for the industry to meet the demand for more air travel, ranging from increasing aircraft size, to increasing the number of aircraft, to increasing the number of flights per aircraft, and increasing the number of seats per

aircraft (who needs more than 4 inches of leg room anyway?).

Bold experiments in making behemoth aircraft capable of carrying up to 600 of your closest friends have already failed the litmus test. Airbus, maker of the A-380 superjumbo aircraft, announced that production will cease in 2021 due to a lack of orders. So, if the answer isn't larger aircraft, the solution will be found in some combination of more aircraft and or more flights per aircraft — both of which will require more pilots, significantly more.

The average age of a Federal Aviation Administration-certificated airline transport pilot today is 51² — a figure creeping higher every year. Granted the older we get, the younger that sounds, but the simple fact is that aging bodies and airline policies begin to severely limit the available pool of pilot to fly those 4.72 billion passengers.

Many airlines have already increased the mandatory retirement age as one mechanism to stave off crew shortages, but that's a temporary remedy that serves



CAP operates the nation's largest fleet of single engine aircraft. With 28,000 cadets, the Cadet Wings program was a natural solution to the looming pilot shortage.

only to delay the inevitable. Keeping pilots in the cockpit longer isn't the solution; getting more pilots in the cockpit is. While the need for more pilots is rapidly increasing, the minting of new pilots is grossly lagging. Hence the converging data points of an increasing travel demand and a decreasing pilot population.

Now, the good news. Since 1941, Civil Air Patrol has been solving problems, developing innovative programs, and serving our nation as an aviation service provider. As an organization, CAP leverages aerospace and aviation expertise and the vast and diverse skill sets of its members to accomplish objectives that other organizations simply are not equipped to manage. In fact, Civil Air Patrol has brought to bear two of our own key data points to help solve the looming pilot shortage — one, a fleet of training aircraft and two, a pool of potential primary flight students.

First, Civil Air Patrol owns and operates the world's largest fleet of single engine aircraft — the type most pilots learn to

fly before ever getting close to climbing into the seat at the pointy end of a fighter, freighter, business jet, or commercial aircraft. The majority of the CAP fleet includes the latest generation of avionics, and all are maintained to rigorous standards.

Second, Cadet Programs, one of Civil Air Patrol's three core missions, provides a constantly renewable resource — young, intelligent, motivated people attracted to the gravitational pull of flight — it's kismet, CAP has planes and a pool of potential student pilots.

In 2019, Civil Air Patrol launched an innovative program called Cadet Wings with the sole stated objective of transforming qualified cadets into Federal Aviation Administration-certified pilots to begin addressing the eventual pilot shortage. The confluence of modern, safe aircraft — many equipped with glass cockpits similar to those found in commercial aircraft — with low operating cost, and piqued interest in learning to fly made Cadet Wings' first fiscal year a rousing success, with 36 cadets

earning their private pilot certificate. To say that the first-year results were anything other than an unequivocal success would be akin to calling the SR71 just another aircraft.

Aligning Resources

Civil Air Patrol has 560 aircraft and 1,442 units throughout 52 wings in the United States, District of Columbia, Puerto Rico and the U.S. Virgin Islands. Aircraft are based where they can be best used for the types of missions CAP is routinely called on to execute. And because aircraft are mobile, assets can be, and often are, relocated as mission requirements dictate.

The Cadet Wings program adds a new wrinkle into where aircraft need to be located to facilitate cadet pilot training. However, in true Civil Air Patrol fashion, there is always a contingency plan, even when an aircraft may not be conveniently based for Cadet Wings training.

In its inaugural year, Cadet Wings explored a range of flight training methods. On one end of the training



spectrum was the full CAP experience where the cadet trained in a Civil Air Patrol-owned aircraft and was taught to fly by a fellow CAP member who was also a certified flight instructor (CFI).

In units without an aircraft, some Cadet Wings student pilots trained by renting an aircraft owned by or leased to a fixed base operator (FBO) or flight school at their local airport. The instructors were either fellow CAP members or a full-time CFI.

merit-based program that cadets must qualify to enter after completing some prerequisites.

A big part of being qualified to be considered for Cadet Wings is already having a solo endorsement. This means that at some point since turning 16 (14 for gliders), the candidate already received flight instruction to the milestone point of soloing — the point at which the instructor deems the student pilot safe, competent and confident enough to complete the flight as the sole manipulator of the controls. A solo endorsement can also be obtained at a Civil Air Patrol National Flight Academy as part of the organization's Youth Aviation Initiative.

Cadets must be able to check the following boxes to be considered for Cadet Wings:

- Cadet in good standing
- Aircraft Ground Handling training (within past two years)
- FAA Student Pilot Certificate
- FAA Medical Certificate
- Solo endorsement
- Passed FAA Airman Knowledge Test
- Participation as a cadet leader

For cadets who qualify and are selected for the program, the results from the inaugural graduating class indicate that achieving the goal of becoming a certified pilot takes less time than if the student pilot had walked into their local flight school.

In fact, among the general population of student pilots, the dropout rate is close to 80%. Several variables often conspire



In its first year, the innovative Cadet Wings program generated 36 newly certified pilots. The ethnic and gender diversity of the 2019 class far surpasses the demographic of the FAA pilot population.

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Finally, some Cadet Wings participants attended in-residence flight training programs at Purdue University or a CAP Advanced Flight Academy, where they arrived as cadets and left as bona-fide pilots. In all scenarios the cadet incurred no cost for flight training.

Qualify to Certify

One might imagine that a program as innovative, exciting and successful as Cadet Wings has more demand than capacity — and you'd be right; there is always the budget to consider. Consequently, Cadet Wings is a



to cause student pilots to cease training before achieving their goal.

For example, many student pilots will be trained by young flight instructors who are only logging time to leave for an airline job. Instructor turnover often causes setbacks for student pilots who have to become accustomed to a new CFI teaching style, cover ground again to demonstrate competence in required skills, and more.

Student pilots also lose interest when a rental aircraft is poorly equipped, frequently unavailable or often down for maintenance. Lack of funding is also a significant deterrent for students whose training drags on with little progress for whatever reasons. These areas don't affect CAP Cadet Wings student pilots, so the success rate is much higher.

Paradigm Shift

Civil Air Patrol certainly has plenty of reasons to be proud of what the Cadet Wings program accomplished in its inaugural year. First and foremost, there were 36 new pilots to celebrate. Of all the wonderful things for teenagers to experience and accomplish, becoming an FAA-certified pilot is one that has the potential to alter the trajectory of a young life.

Even if the fledgling pilot doesn't pursue a career in aviation, the lessons learned in the primary flight training process are invaluable. The abilities to plan, focus, compartmentalize, problem-solve, and have the confidence to safely manage a flight from the first turn of the prop to the last, are awesome skills that will pay

dividends in every aspect of each pilot's life, even in nonflying situations.

Equally impressive is the observation that Civil Air Patrol cadets in the Cadet Wings program represent a dramatically more diverse cross-section of the population than the entire FAA database of 633,316 general aviation³ pilots.

"... becoming a pilot has the potential to alter the trajectory of a young life."

With the success of the inaugural year behind us, the application of lessons learned for continuous improvement upon us, and a program that exceeds expectations ahead of us, you may be wondering where Cadet Wings goes from here. The answer is simple — forward.

There are countless reasons why people, youth and adults alike, are drawn to

Civil Air Patrol. Something unique about the organization and its many missions resonates with every member. And there are as many stories about how the CAP experience altered the path of a young person's journey as there are cadets. Those who qualify for the Cadet Wings program are gaining a skill that will present possibilities for careers that no other organization can even come close to boasting about.

As part of the U.S. Air Force's Total Force, Civil Air Patrol is relied on to perform a variety of missions beyond search and rescue, beyond the character development of tomorrow's leaders, and beyond aerospace and aviation STEM (science, technology, engineering, and math) education. With groundbreaking Youth Aviation Initiatives like Cadet Wings, Civil Air Patrol is even helping solve the looming pilot shortage that will impact every aspect of aviation in the next decade.

While there's already a rich and storied legacy of former CAP cadets making aviation history, few things can help a young imagination take flight like Cadet Wings. ▲

	Male	Female	White	Non-White
General Aviation Pilots	93%	7%	92%	8%
Cadet Wings Graduates	77%	23%	79%	16%
CAP Cadet Corps	75%	25%	75%	25%

1 Statista

2 General Aviation Manufacturers Association 2018 Statistical Annual Databook

3 General aviation is all aviation not commercial or military

FY 19 CLASS CADET WINGS



Emma Herrington (#1)
Texas Wing
January 24, 2019



Jordan Regalado (#2)
Maryland Wing
April 8, 2019



Christopher Baker (#3)
Texas Wing
April 13, 2019



Jabitha Plasschaert (#4)
Minnesota
May 10, 2019



Jake Hannas (#5)
Maryland Wing
May 11, 2019



Harrison Simmons (#6)
Florida Wing
June 15, 2019



Patrick Jackson (#7)
New Jersey Wing
June 25, 2019



Carey Calloway (#8)
Tennessee Wing
June 25, 2019



Brandon Pentecost (#9)
Texas Wing
June 26, 2019



Sarah Moberley (#10)
Texas Wing
June 26, 2019



Justin Hoekman (#11)
Nevada Wing
June 27, 2019



Ashlynn Galm (#12)
South Carolina Wing
June 27, 2019



Adam Steele (#13)
Texas Wing
June 28, 2019



Marcello Gonzalez (#14)
Georgia Wing
June 30, 2019



Thomas Lopez (#15)
Texas Wing
June 30, 2019



Vivek Upoor (#16)
Maryland Wing
July 1, 2019



Ashley Jacobson (#17)
Missouri Wing
July 8, 2019



Jack Jones (#18)
Colorado Wing
July 10, 2019



Dylan Gulla (#19)
North Carolina
July 10, 2019



Justin Ramey (#20)
Montana Wing
July 11, 2019



Danielle Stone (#21)
Montana Wing
July 19, 2019



Genevieve McKenzie (#22)
Idaho Wing
July 19, 2019



Christopher Perez (#23)
Florida Wing
July 19, 2019



Jacob Seves (#24)
Minnesota Wing
July 23, 2019



Benjamin Mullen (#25)
Maryland Wing
July 25, 2019



Kevin Martinez (#26)
New Jersey Wing
August 1, 2019



Ian Gonzalez-Munoz (#27)
Puerto Rico Wing
August 7, 2019



Luke Metallic (#28)
Indiana Wing
August 8, 2019



Matthew Champagne (#29)
Tennessee Wing
August 10, 2019



Kit Oney (#30)
Vermont Wing
August 11, 2019



Charles Vandersteen (#31)
Utah Wing
August 15, 2019



Jackson White (#32)
Georgia Wing
September 1, 2019



Saffron Hewitt-Qualls (#33)
Virginia Wing
September 21, 2019



Theodore West (#34)
Washington Wing
September 21, 2019



Matthew Mansouri (#35)
Tennessee Wing
September 23, 2019



Andrew Lizarraga (#36)
Tennessee Wing
September 25, 2019

■ Pictures from a new mobile phone app, small drones carrying specialized remote sensing cameras, 3D cameras mounted on Civil Air Patrol airplanes and a virtual command center were all used to help the people of Puerto Rico in the wake of a series of disastrous earthquakes.

be successful using support from multiple wings or regions,” Templeton said. “The point is skilled people doing their jobs and using technology to keep connected — but you don’t all have to be in the same room anymore.”

A simple conference call bridge was set

WHERE'S

Technology Bolsters Puerto Rico Earthquake Disaster Response

By Capt. Margot Myers

High-resolution photography and real-time video transmission are now standard in the CAP mission toolkit, and additional technologies are yielding high-quality images for the Federal Emergency Management Agency and other clients during disaster relief efforts. These technologies were put to work following hundreds of earthquakes and aftershocks in Puerto Rico that began in late December and continued into January.

A virtual incident command post was set up on January 8 to coordinate mission planning. CAP members on the virtual team operated from their homes and offices, which reached from Puerto Rico to Arizona. The virtual ICP is one aspect of using technology to support the mission.

Lt. Col. Eric Templeton, commandant of the mission aircrew school at the National Emergency Services Academy, was the initial incident commander. “When you apply the ‘one CAP’ theory to a virtual ICP, you can pick great participants from all over the country and

up for three status calls with ICP staff members each day. Google Docs, Google Sheets and DropBox were used for sharing information. “The flexibility and the technology allowed us to react based on the needs of the mission,” Templeton added.

In the first days of the mission, Puerto Rico Wing members used Survey123, a mobile phone app, while walking through neighborhoods and taking photos of damaged homes and commercial buildings. They collected hundreds of images, showing details of earthquake damage.

Capt. Scott Kaplan, national program manager for the CAP Geospatial Information System team, served in the virtual ICP and says these photos “were the first vetted ground images provided to FEMA from anyone and were instrumental in helping FEMA obtain a presidential disaster declaration.”

Aerial images are CAP’s “bread and butter” in disaster relief missions, but this addition of ground images provided a

more complete damage assessment. When an unreinforced masonry building collapses, it often “pancakes,” so from the air, it may appear that the building is intact. From the ground, the damage is apparent.

The images captured by the ground

teams were added to a situational awareness map created by the CAP GIS team. Thousands of dots on the map identify ground and aerial images based on location. The underlying map shows FEMA’s damage projections with high-priority red squares and lower-priority amber and yellow areas. Clicking on

any dot on the map yields a pop-up window showing the name of the area, date and time of damage assessment, latitude and longitude, and links to one or more photos taken at that location.

Kaplan said, “Although the CAP GIS team is still new, and relatively very

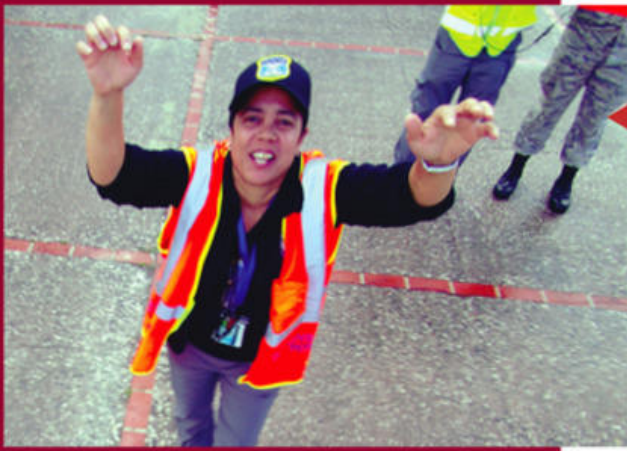
WALDO?



Installed on the wing strut, the WaldoAir camera system provides a multi-spectral view of the ground. The resulting 360-degree, 3D images helped FEMA assess earthquake damage and determine resources needed at various locations.

small, we are building the structure, training and capability for use by CAP members nationwide. This is a multi-year effort, but one that I think will provide great value for CAP and our emergency management partners.”

More than 20,000 aerial images were taken from two platforms during the mission: small unmanned aerial systems (sUAS), more commonly referred to as drones, and single-engine airplanes. Cameras in both platforms can document damage to homes, schools and other structures. Whatever the source, the CAP-supplied photographs are used by emergency agencies to prioritize resources by allowing them to determine where damage is most severe.



A photo taken from a CAP sUAS captures 1st Lt. Emmary Webb preparing to catch the InstantEye quadcopter being flown by Lt. Col. John Webb, mission pilot and fellow member of the New York Wing's Mohawk Griffiss Senior Squadron. The landing gear had to be removed so it wouldn't be seen in the camera images because of the way the camera was positioned.



Civil Air Patrol's specialty — high-resolution aerial photography — was a principal part of the mission in Puerto Rico, resulting in more than 20,000 images. Taken from CAP's single-engine Cessnas as well as small unmanned aerial systems (sUAS), these photos helped FEMA document the damage cause by the earthquakes and aftershocks. The two images here were taken in the towns of Guyanilla and Ponce, both located near the southern coast.



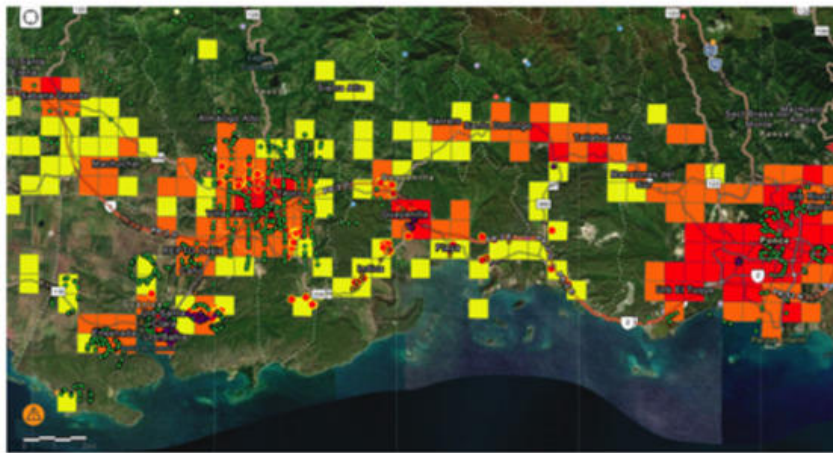
Two seven-person sUAS teams were deployed consecutively from the mainland to Puerto Rico to photograph locations designated by FEMA. Each team included three two-person crews, consisting of a CAP sUAS mission pilot and an sUAS technician, and one supervisor. The sUAS team members are CAP volunteer professionals who receive rigorous training.

light pulses — combined with other data recorded by the airborne system — generate precise, three-dimensional information about the shape of the Earth and its surface characteristics.

Though helicopters and airplanes are more commonly used to carry the laser, scanner and GPS receiver that make up a LIDAR unit, in Puerto Rico, CAP used

can review the images from all angles to assess damage and generate estimates for debris collection. CAP used this technology previously following Hurricanes Florence and Michael on the East Coast, the Camp Fire in California and most recently, tornadoes in Tennessee.

“Technological improvements are definitely expanding Civil Air Patrol’s capability to respond to the needs of our customers,” said Director of Operations John Desmarais. He noted CAP has been careful to invest in tools that will drive success on a national scale, but also help to build the relationships that allow for local support and deployment.



This situational awareness map created for FEMA shows damage projections with high-priority red squares and lower priority amber and yellow areas.

Austin Worcester is the senior program manager for sUAS at Civil Air Patrol National Headquarters. “The sUAS program started because we were trying to find a solution to fixed-wing aircraft being unavailable because of challenging weather conditions and when ground team photos don’t provide the right kind of information that emergency managers need,” Worcester said.

Flying no higher than 400 feet above ground level, the sUAS are equipped with high-resolution photo and video cameras, depending on the need. Some of the sUAS sorties in Puerto Rico also involved Light Detection and Ranging Equipment (LIDAR). According to the National Oceanic and Atmospheric Administration, LIDAR is a remote sensing method that uses light in the form of a pulsed laser to measure ranges (variable distances) to the Earth. These

an sUAS as the platform. One advantage of LIDAR is that it can accurately map the ground beneath vegetation, a definite benefit in tropical Puerto Rico.

CAP began using airplanes to conduct photography flights over affected areas on January 15. Two additional Cessna 182s, specialized equipment and personnel were sent from the mainland to supplement aircraft and aircrews from the Puerto Rico Wing. In the early days of the mission, weather delayed use of the larger aircraft due to thunderstorms and high-wind conditions.

At FEMA’s request, for some sorties, 3D cameras manufactured by WaldoAir were mounted on a wing strut of one of the CAP airplanes. This specialized technology provides a multi-spectral view of the ground, resulting in 360-degree, 3D images of the areas covered. Specialists

“In the end, we are focusing our efforts on critical tasks and supporting equipment options that are real game changers for emergency managers at all levels,” Desmarais said. “We are addressing needs for collecting imagery to assist with structural damage assessments, transportation needs and debris removal operations. Those are considered the most critical areas to our counterparts at this time, and even with just our initial investments, we are changing the face of what can be done. We are saving lives, allowing resources to be expedited to where they are needed quickly and saving taxpayer dollars from having to be spent on more expensive tools.” ▲

Capt. Margot Myers served as the public information officer for the Puerto Rico disaster relief mission.





CAPITOL IDEA

By Randy S. Bolinger

■ **Aviators have a love affair with wings. Of the four forces of flight — thrust, drag, gravity, and lift — it's the wings that generate lift. It's the wings where pressure is applied to overcome the forces of nature and rise to the occasion and get the job done.**

While this may sound like a romanticized description of Bernoulli's principle of the pressure differential that generates lift, it's also a romanticized description of what happens in our nation's capital on Legislative Day — and most other days.

The iconic Capitol building, symbol and seat of American democracy, interestingly enough also has a pair of wings. The north wing is home to the Senate. The south wing is where the House of Representatives resides. And sometimes to get the job done, we the people, as a force of nature, need to apply some gentle pressure to generate the lift that allows Civil Air Patrol to fulfill our missions for the American public. And in this case, the gentle pressure is merely a request to meet and educate lawmakers

about the indispensable public service role of Civil Air Patrol as a congressionally chartered nonprofit Total Force partner of the U.S. Air Force.

What most people rarely if ever observe is how diligently and passionately elected officials work for the citizenry every day. Legislators have a difficult, often thankless job working on our behalves. It's equally as important for Civil Air Patrol members to thank them for their service as it is for CAP members to invest the time to make them cognizant of what the 66,000 members are doing daily and how it positively impacts their constituents.

Meeting with officials is about building and strengthening relationships. And just like any relationship in our personal and professional lives, things won't always work out the way we wish. But that should come as no surprise, because everything in life, love and politics is about compromise, so it's important to invest the time and energy into relationships for the long haul.

So, with that as the preamble, consider the importance of these two things: the unparalleled significance of the in-person meetings wings participate in during Legislative Day on Capitol Hill and the value of ongoing efforts as ambassadors of Civil Air Patrol to forge and nurture relationships with local officials.

Legislative Day

Each February, contingents from every Civil Air Patrol wing invest time and energy to travel to Capitol Hill for Legislative Day. Approximately 500 CAP members, adults and cadets, descend on Washington, D.C., to meet face-to-face with the key people, elected officials, who represent our best interests, help secure funding and help promote the value of Civil Air Patrol members serving communities as the official auxiliary and Total Force partner of the Air Force. The sight of cadres of members in dress uniform purposefully circulating through the halls of Congress between meetings is both awe- and confidence-inspiring.



To support the Legislative Day effort, an annual Report to Congress is developed that compiles facts, figures and images from the previous year. The 2019 report is a 28-page full-color publication that extols the many virtues, shares success stories, explains missions and highlights the metrics surrounding Civil Air Patrol's three core programs — emergency services, cadet programs and aerospace education. Call it a report, call it a brochure, call it what you will, but the Report to Congress comes to life when hand-delivered to an elected official or staffer by cadets and senior members who are intelligent, well-informed and dedicated and look as if they just came from an Air Force recruiting poster photo shoot. And often, it's a cadet who takes the lead to engage the member of Congress.

The opportunity to meet face-to-face to answer questions and expound on the value of Civil Air Patrol with some of the most influenceable people in government is more than a capital idea, it's a multimillion-dollar idea — worth every cent of the appropriated budget. Here's why.

The challenge for Civil Air Patrol is there are no congressional hearings that would afford the organization an opportunity to promote all of the wonderful achievements from the prior year — including saving 117 lives, developing K-12 STEM (science, technology, engineering, and math) curriculum that reached hundreds of thousands of students and the ongoing priceless efforts to shape the lives of cadets who are already making significant

The Key Performance Indicators

Looking at the key performance indicators for the 2019 fiscal year, it's easy to see the impact Civil Air Patrol has on our communities, members, and country.

CAP by the Numbers

- \$208,682,628 value of service
- 37,941 adults
- 28,224 cadets
- 1,700 sUAS
- 1,061 vehicles
- 563 aircraft
- 308 cadets soloed
- 117 lives saved
- One CAP

Cadet Programs

- 35k orientation flights for cadets, teachers and ROTC/JROTC
- 28k cadets (82% achieve B's or higher)
- 6,990 cadets attended an encampment
- 1,636 attended national career exploration activities

Emergency Services

- 117 lives saved
- 4,888 missions completed
- 95,858 flight hours
- \$208,682,628 value of volunteer service to our nation

Aerospace Education

- 600k students impacted by CAP's aerospace/STEM program
- 76k K-6 students in 515 schools participating in CAP's ACE (Aerospace Education Connections)
- 7,200 teacher members using CAP STEM curricula
- 18 unique CAP STEM Kits for ages 4 and up

contributions in their communities and will lead industry, the military, and community service into the future.

Reports and presentations suffice when they're the only option, but sitting with an elected official as cadets and senior members who are giving of themselves to support, educate, serve and train their fellow Americans is incredibly powerful. Further, sharing accounts of how members have touched lives of citizens and also how participation in Civil Air Patrol has an impact on individual members speaks volumes more than even the most dynamic report.

If you haven't yet attended a Legislative Day in Washington as a representative of your wing, now is the perfect time to explore whether your employer is one of the innovative and flexible companies that provides employees with paid time

off to pursue community service — the 2021 date is February 25.

Working from Home

With the value of in-person meetings to educate people about Civil Air Patrol in mind, we encourage every member to connect with people within or orbiting near your sphere of influence to share the Civil Air Patrol story. While the Government Relations team will coordinate, manage and facilitate all communications with elected officials, you can and should support the efforts of your Public Affairs team in your role as an ambassador of the organization.

Many people still don't know the Civil Air Patrol story, so opportunities to address church groups, civil organizations and clubs of all manner are worth the effort. In fact, even people who may have been involved with CAP decades

ago will be surprised to discover how much the organization has changed through the adoption and adaptation of exciting new lifesaving technologies like cellphone forensics, radar analysis, light detection and ranging (LIDAR), sUAS (small Unmanned Aerial Systems) activities — even glass cockpits are a bold step forward in technology integration.

Consider taking a cadet or perhaps a teacher with you who has first-hand experience with CAP STEM Kits or has taken a teacher orientation flight. Be prepared to discuss innovative programs like Cadet Wings as CAP's solution to the pilot shortage that will adversely affect the nation in the coming decade. Fold in local stories that will resonate with your hometown audience and share how 117 people, who likely otherwise would have perished last year, lived to ring in 2020 because of Civil Air Patrol



members' tireless efforts, advanced technology, and always vigilant efforts.

Use Your Resources

In addition to the annual Report to Congress, wing commanders collaborate with National Headquarters to prepare a one-sheet recap of wing activities from the preceding year. Wing headquarters may have extra copies of the wing sheet available.

Use the 2020 Fact Sheet to help tell the national Civil Air Patrol story. The Fact Sheet is a single-page synopsis of the Report to Congress that is easy to absorb. Collectively, the wing sheets and 2020 Fact Sheet make a simple, low-cost, informative "leave-behind" when speaking to local civic organizations, church groups, clubs and more.



Wing sheets and the 2020 Fact Sheet are also available on [CAP.News](#) and can be emailed as a link. While supplies last, hard copies of the Report to Congress and 2020 Fact Sheet are available from Marketing and Communications at National

Headquarters as part of an ongoing effort to educate everyone about CAP emergency services, cadet programs, and aerospace education mission capabilities.

Now that's a capital idea. ▲



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Civil Air Patrol adds a degree of flexibility to the new Education and Training initiative

By Jennifer S. Kornegay

■ Civil Air Patrol is as strong and skilled as its 66,000-member force. To maintain mission readiness, the organization is responsible for teaching each individual the values and skills necessary to perform various missions through their volunteer service. CAP's approach to training has followed pretty much the same format for decades.

But that all changes on August 4, when the first phase of a bold new initiative is rolled out.

Called simply Education and Training, the restructured program is a full re-imagining of the current system, according to Col. Regena Aye, North Central Region commander and champion of the effort. "The program we use now was created around 1978, and so much in education is different today," she said. "The new program really is a huge shift in the way we do things."

The focus of Education and Training is to “enhance CAP’s mission effectiveness, recruiting and retention” by establishing an improved member development program that best meets the needs of its members and the organization itself.

To do that, high priority has been put on increased flexibility with an emphasis on accessibility—onsite, online and on-demand. In addition to new topics some of the most significant changes are found in the delivery mechanism.

One highly visible modification is the move to a university model for the program. The new Volunteer University replaces and expands CAP University and is designed to equip the modern volunteer for service to their community, state and nation. This structure allows training content to be constantly updated, refreshed and even customized for the user.

Volunteer University follows a classic academic institution structure with a provost (Col. Joe Winter) and two deans. Lt. Col. Brenda Reed is dean of online learning programs and Col. Barry Melton is dean for onsite learning programs. The staff list also includes department chairs, as well as a specialty tracks coordinator and a director of mentoring (Col. Rose Hunt).

“We really want to ensure consistency and good experiences and the same quality across all levels and across the parallel onsite and online programs,” said Aye. She also assumes a new role and new title, chief of Education and Training.

Another difference is the shift away from the phrase “professional development,”

as Aye explained. “Our members bring a lot of professional experience and expertise with them to CAP, and that language didn’t really express that,” she said. “But when we talk about education and training, we know that everyone can always benefit from continuing education.”

In keeping with the concentration on accessibility, Education and Training breaks previous courses into modules, letting members move through them in smaller pieces instead of taking a course all in one sitting. “In the past, for most courses, you had to learn the entire alphabet for that course at once,” Aye said. “In the new program’s construct, you can learn the letters one at a time.”

Education and Training will also offer all modules both onsite and online—a key point, according to Reed. “Many of our members, like volunteers in other organizations, are unable to take weekend face-to-face classes due to family, work, religious, financial or other obligations. This makes it difficult for them to progress in their personal and CAP development,” she said. “Having an online option gives all our members the chance to learn and grow in their knowledge and experience.”

Reed’s experience working in the distance education and e-learning field and her belief that the change was overdue motivated her to accept the position of online dean. “I have long felt that CAP needed to move in this direction in order to meet the needs of all our



Col. Regena Aye,
North Central
Region
commander

members,” she said. “Previously, online training was limited and did not provide a complete curriculum for our members unable to attend in person. It just made sense to give all our members the same access to courses.”

Aye echoed Reed. “The in-residence-only courses at the end of our programs were barriers for many,” she said. “Folks couldn’t take the time from work or family or maybe couldn’t afford to come to events, preventing some from achieving their goals.”

While he’s the new dean of Volunteer University’s onsite programs, Melton agreed. “Online education is all around us, and the ability to offer both is the way of the world now,” he said. “We have to meet our members where they are and make it as convenient as possible for them to continue their professional education with us.

“Education and Training is a great new path forward and is probably the best new initiative to come down the pike in a long time in terms of developing leaders

“OUR MEMBERS BRING A LOT OF PROFESSIONAL EXPERIENCE AND EXPERTISE WITH THEM TO CAP.”

— COL. REGENA AYE

“THIS CHANGE IS GOING TO HELP CAP
SUSTAIN EXCELLENCE AND GROW.”

— COL. REGENA AYE

and increasing the number of people who want to pursue leadership positions.”

The new program is also taking a modern approach in its teaching methods, responding to the ways people learn today, replacing lectures with active and application-based learning while also encouraging open discussion. “Education has changed so much since the 1970s,” Aye said. “In these courses, people will be practicing the things they are learning and engaging in multiple shared experiences.”

The team made refinements and additions to actual content as well, with a concentration on mentoring and core values more thoroughly woven into each level of training. The levels have been tweaked some, too. “At the launch on August 4, all new modules will replace the old courses, and there will be a slightly different five-level program for advancement,” Aye said.

Much of what Aye and her team applied to Education and Training came from listening to members. “Members have long told us they needed and wanted more in training, and giving them what they ask for is the only way to maintain healthy membership numbers,” Aye said. “They have a choice in where to serve, and if we don’t meet their needs,

they will vote with their feet and leave.”

Education and Training should also help in recruitment of new members, thanks to new materials that allow units to ensure informed decisions by those considering Civil Air Patrol. “The new information is more standardized and helps potential applicants understand our expectations and other aspects of the organization,” Aye said.

And by improving both retention and recruitment, Education and Training will bring multiple benefits to the organization, as Melton said. “Members are gaining a more convenient way to increase leadership education, and that means that more members will have the requirements fulfilled to rise to upper levels of leadership,” he said.

Education and Training includes new instruction for commanders at all levels, too. “That’s something we really didn’t have before: training geared specifically for them,” Aye said.

This overhaul has been a major undertaking, and nothing has happened overnight; it all began in 2016 with a Leadership Development Working Group led by Maj. Gen. Mark Smith. The purpose of the group was to identify and implement a system of training

and development to better meets members’ and the organization’s goals. When he stepped into the role of national commander in 2017, Smith handed the group over to Aye.

“Now that it’s here, I’m really excited. It has been a wonderful team effort,” she said. “We’ve had great support from national staff, and so much work has gone into this; we’ve easily had more than 200 people involved in this effort.”

Aye and her team know there will be questions, and they’re ready to answer them, but according to Melton, the reception has been good so far. “We’re already getting applications for people wanting to be Volunteer University instructors, so that’s great,” he said. And the launch in August is only the first piece. There’s more coming, including some changes to specialty tracks slated to debut in 2021. “This change is going to help CAP sustain excellence and grow,” Aye said.

Concurring with Aye, Reed explained that the new model will have multiple positive effects, but perhaps the most powerful is its increased inclusiveness.

“All members will have access to all modules in whatever format they need. This means our members can personalize their education to be all online, all onsite or a blend of both, depending on their situation,” she said. “In an era where most major universities and organizations have online education and training, it makes sense for Civil Air Patrol to be forward-thinking and inclusive.” ▲



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DESTINATION Louisville

■ **The annual National Conference is undeniably the premier Civil Air Patrol event of the year.** Whether you joined CAP 50 years ago when you were in your 20s or just joined 50 days ago in 2020, you owe it to yourself to attend the conference. Whether we're banded together in-person or collaborating virtually because of COVID-19 complications, the 2020 conference will be full of interesting new experiences.



One of Louisville's most popular attractions is Churchill Downs, home of the Kentucky Derby. Tours of the track are available.

Some members attend annually either as a planned vacation that includes professional development or as a CAP pilgrimage of sorts. Others perhaps attend only when the conference lands within striking distance of a quick general aviation flight or reasonable drive from home. And still others may attend only once in their CAP career. Regardless of where the National Conference falls in your bucket list, this year's event will be one that is not to be missed—an exciting new format is planned for 2020.

“We're really excited about having the National Conference in Louisville this year,” said 1st Lt. Deborah Parker of the Louisville Composite Squadron. “There really is something for everyone — we're looking forward to sharing our state and town with everyone coming for the conference.”

Aside from being the site of the 2020 National Conference, Louisville is a destination famous for many things. Depending on personal interests, most people can conjure an association with the word Louisville (pronounced LOO-a-vul).

Sports fans may associate some of the biggest names in sports, like the Louisville Slugger, famed baseball bat of Babe

Ruth and other baseball legends young and old. If you have time to visit the Louisville Slugger Museum & Factory, you can pose for a picture in with a tree-sized (120-foot tall) replica of Ruth's Louisville Slugger — it's hard to miss and even harder to swing, but it does cover the entire strike zone.

Muhammad Ali, boxing's most recognizable, outspoken, poetic, whimsical and controversial personality, was born in Louisville in 1942 as Cassius Marcellus Clay. “The Greatest” left his mark on everything he touched, including his hometown. His oft-visited gravesite at Cave Hill Cemetery, the Muhammad Ali Center and recently renamed Louisville Muhammad Ali International Airport are just three examples of his indelible mark on the Derby City.

The more genteel and fun-loving sports fans in the CAP community will know Louisville as the home of the fastest two minutes in sports, the Kentucky Derby — the first leg of horse racing's Triple Crown. You can visit Churchill Downs during the National Conference, but it isn't likely that you'll see any of the traditional hats women adorn themselves with unless you hang around for the big race on September 5.

Beautiful hats are a longstanding derby tradition said to bring good luck. Styles that reflect one's personality span the gamut from designer chic, to do-it-yourself fascinators, to just plain comical — and that's before the bourbon-laced mint juleps start flowing.

While the name mint julep sounds innocent enough, the primary ingredient is pure bourbon. Kentucky produces 95% of all bourbon, and Louisville distilleries account for one third of the annual yield. With that in mind, no visit to the Derby City is complete without

a stop on Whiskey Row — so give it shot. Stay an extra day and visit some of the big names in bourbon distilling, take a tour or two, learn some fun facts and sample the liquid art years in the making. Angel's Envy, Evan Williams, Jim Beam and Rabbit Hole are just a few of the distilleries that call Louisville home.

And while Louisville will be your home during the National Conference from August 13-15, you'll enjoy the many amenities of the recently remodeled Galt House Hotel.

DEPENDING ON PERSONAL INTERESTS, MOST PEOPLE CAN CONJURE AN ASSOCIATION WITH THE WORD LOUISVILLE (PRONOUNCED LOO-A-VUL).



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The newly renovated Galt House Hotel in Louisville is named after a historic Main Street hotel erected in downtown Louisville in 1835 and demolished in 1921. Re-established in 1972 on the banks of the Ohio River, the hotel is ultra-modern and a centerpiece of the city's downtown district.

**Historic Galt House Hotel in Louisville to host
2020 National Conference**

Visit GoCivilAirPatrol.com for further details and to register.

Muhammad Ali Center, named after the former world heavyweight boxing champion from Louisville, exhibits a movie, a number of interactive video displays and educational programs on Ali's six core principles of confidence, conviction, dedication, giving, respect and spirituality.

Louisville Distilling Company, a popular stop on the Kentucky Bourbon Trail, produces Angel's Envy rye bourbon, an award-winning small batch craft whiskey aged in Caribbean Rim casks.



The hotel — less than a minute from Interstates 64, 65 and 71 and about 10 minutes from Ali International Airport — offers spacious rooms with views of the city and the Ohio River.

At the Galt House Hotel, you can enjoy a wonderful Louisville experience without ever leaving the premises. Swizzle Dinner & Drinks features the area's best prime steaks, chops, sustainable seafood and local produce. Food is served from the open-concept exhibition kitchen in the middle of the restaurant, allowing diners to watch the culinary action.

Jockey Silks Bourbon Bar is next door to Walker's Exchange, the hotel's new signature restaurant. Down One Bourbon Bar offers 140 of the finest Kentucky bourbons, signature bourbon flights, spirited and zero proof cocktails, whiskeys, local beers and select wines.

Or, if going out for dinner isn't on your agenda after a long day at the conference, Uber Eats can deliver another

Louisville delicacy, Kentucky Fried Chicken, instead of room service.

Transportation

Kentucky Wing will assist with transportation all week between Ali International Airport (whose airport code, SDF, is based on the former name, Standiford Field) and Galt House. With prior arrangements, transportation can also be coordinated on an as-needed basis by local wing members between nearby Bowman Field (LOU) and Clark Regional Airport (JVY), where tie-downs are readily available.

"It's recommended that pilots call ahead to let FBOs know they are coming and would need transient parking and tie down or hangar space," Parker said.

She added that Elizabethtown Regional Airport, also known as Addington Field (EKX), is south of Louisville, near the country's gold reserve at Fort Knox (aka "the Vault") — another interesting place to deposit yourself for a visit. "Our squadron has visited the George Patton

Museum of Leadership there and enjoyed the military history it has to share,” Parker said.

Other Things to See and Do

In addition to all of the fun things listed above like Churchill Downs, Louisville Slugger Museum, Ali Center, Whiskey Row and the Patton Museum, Parker cited a great deal more to do in the immediate area as well as on day trips.

For those who enjoy nature, she recommended Bernheim Arboretum and Research Forest in Clermont — about a 30-minute drive away — which offers hiking trails and a nature center. “We’ve enjoyed watching turtles in the pond, butterflies in the flower gardens and

taking in seasonal displays,” she said.

For day trips, Parker said Mammoth Cave National Park is an incredible experience, and Abraham Lincoln Birthplace National Historic Park in Hodgenville, about an hour south, is another visitor magnet.

“There are other equally fun places, including the Speed Art Museum, the Kentucky Science Center, Frazier History Museum and the Louisville Zoo,” Parker said. “Any free evening is easily spent downtown enjoying delicious food and live music.”

Visit GoCivilAirPatrol.com for further details and to register. ▲



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High Spirits at Low Altitude

Arsenal of Democracy Flyover

On September 24-25, the airspace over the National Mall in Washington, D.C., will be filled with iconic aircraft from a bygone era and the sound of freedom. The Arsenal of Democracy Flyover will commemorate the 75th anniversary of V-E Day (Victory in Europe), which signified the end of hostilities in the European Theater of Operations.



■ **As Memorial Day approaches, there will be countless ways in thousands of places to thank, pay tribute and honor the sacrifices of those who served our country in arms. The Arsenal of Democracy Flyover does just that on a grand scale.**

Like any air operation, the effort on the ground is exponentially larger than the effort in the air. The fact that most of the aircraft participating in the Arsenal of Democracy flyover are octogenarians makes that challenge even more daunting.

Nonetheless, on September 24 an estimated 100 World War II-era aircraft will take flight — more than twice the number that participated in the last such flyover five years ago. The aircraft scheduled to fly represent all manner of military and special-use aircraft, including trainers; reconnaissance and liaison; fighters; light, medium and heavy bombers; and cargo and troop transports, including the smallest aircraft to ever use the call sign Air Force One. Some flights will be grouped by type, and others will represent the aircraft used in significant battles like the

Doolittle Raid, the Battle of Britain, D-Day and others.

A flight of six aircraft (L-4, L-5 and L-16) adorned with the familiar Civil Defense Civil Air Patrol insignia will fly over as one of the first groups to pay tribute to CAP's earliest volunteer corps.

The airpower portion of America's Arsenal of Democracy included the manufacture of some 300,000 aircraft during World War II. To achieve the ambitious goal of 50,000 aircraft per year set by President Roosevelt, aircraft production

This Stinson model S-108 was painstakingly restored by the Commemorative Aircraft, Spirit of Tulsa Squadron and flies regularly in vintage Civil Air Patrol livery.



One of the many pieces of art depicting the early days of CAP service displayed at National Headquarters at Maxwell Air Force Base.



extended beyond the familiar names in aerospace manufacturing. Companies like Maytag, General Electric and Packard manufactured aircraft parts and assemblies. Ford Motor Company was so efficient at building heavy bombers that a completed four-engine B-24 Liberator rolled off the Willow Run production line in Michigan every 55 minutes.

At its peak during the war, industry produced 9,000 aircraft per month to support the war effort. As a matter of perspective, before the U.S. entered

World War II, military aircraft production was a mere 500 aircraft per month.

Even more amazing is the fact that a number of World War II aircraft are still flying today. The aircraft in the Arsenal of Democracy Flyover were designed and manufactured in a time when there was no 3D computer-aided design and no manufacturing robots. There were only slide rules, rivet guns and plenty of elbow grease — often supplied by women. Yet these aircraft live on as a lasting legacy to honor the Greatest Generation — the men and women

who banded together, unlike any other time during our America saga, with a solitary objective — to save the world.

So even if you don't find yourself in Washington, D.C., in late September with World War II aircraft flying overhead, take a moment wherever you are on the anniversary of V-E Day to look skyward and let your heart be full and grateful for the greatest in our midst. ▲

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Leading by Example

By Vicky Travis

First National Capital Wing Command Chief Serves Others Through NCO Program

■ Retirement occasionally looks like the normal American retirement for Freddie J. Perry, as he takes trips abroad with his wife and spends time with his seven grandkids and two great grandkids.

But for Perry, his “retirements” from the military and from teaching opened the door to new ways to serve his country and community.

Air Force Chief Master Sgt. Perry became the National Capital Wing’s third command chief. He has become a

Chief Master Sgt. Freddie Perry, Civil Air Patrol’s National Capital Wing command NCO, at the U.S. Air Force Memorial in Arlington, Virginia.

great example of service in the Civil Air Patrol’s NCO program.

Civil Air Patrol NCOs are all veterans, having earned their initial CAP rank in the Air Force, Army, Navy, Marine Corps, Coast Guard, Reserves or National Guard. Others may join Civil Air Patrol as senior members and may begin training for CAP officer grades.

“The goal is to have an NCO at each squadron,” said Lt. Col. Paul Cianciolo, vice commander of the National Capital

Wing. “We like to say that the commander looks out and the command NCO looks in.”

A command NCO looks in at the well-being and morale of members, adherence to core values and more.

Just as he was recruited, now Perry actively recruits other NCOs to the program. “In my region we have 40 NCOs and, in my wing, we have seven NCOs and one I just recruited,” he said.

“I tell them though, they can’t sit around and look pretty,” he laughed. “It takes time to be dedicated to meetings, activities, strategy, and a seasoned NCO can hit the ground running.”

A lifetime of service

Perry served in the Air Force for 30 years in administration and information management. He and his family have lived all over, including time in Massachusetts and North Carolina and in France, Thailand and Spain. They eventually came back to Washington, D.C., and at the end of his Air Force career, he was stationed at Andrews Air Force Base.

When he retired from the Air Force in his 50s, a friend asked him what he was going to do. “He said, ‘I have a job for you,’” remembered Perry. With that, his friend recruited him to teach in the Air Force ROTC program at Northwestern High School in Baltimore. He related to the inner-city students there, having grown up in D.C. and taken Junior ROTC in high school.

After a few years, he left Northwestern to

start a new Air Force Junior ROTC program at Kenwood High School in 1994. For 18 years, he built a stellar program that won numerous awards. He retired from the school in 2013.

In 2019, Perry was named to the school’s Hall of Fame after his former students nominated him. The nomination read in part: “Chief Perry is a pioneer, leader, coach, educator, mentor, keynote speaker and survivor who is remarkably successful at empowering and inspiring young people to reach their potential.”

His former students have gone on to join all branches of the military. Others went on to teach, become education administrators, politicians, government workers, law enforcement officers and more.

During his time at Kenwood, he joined the National Capital Wing’s Andrews Composite Squadron as a Cadet Sponsor member with his grandson. Eventually though, Perry was recruited for more.

In 2017, Perry was asked to work with National Capital Wing Commander Col. Janon D. Ellis as command chief.

“I had put a lot of time in service and in Junior ROTC, so I had to get permission from my better half,” laughed Perry. She, of course, gave in. The “retired” couple does travel on occasion and have been to Hawaii, Africa and the Dominican Republic.

Perry is committed to weekly wing meetings and goes to events. He is still affiliated with the Andrews Composite Squadron and also attends their weekly meetings. It’s not required, but he likes to know the cadets.

“One of the things that inspired me is to work with young folks and give them opportunity to move ahead,” he said. “CAP gives them that opportunity to move ahead.”

It’s a fulfilling job, said Perry, who keeps track of cadet achievements.

“I’ve seen one of our cadets go to West Point, another is at the Air Force Academy, another is at the Naval Academy, another is in the Virginia Tech ROTC program.” ▲



A Civil Air Patrol chief master sergeant and an Air Force chief master sergeant observe a CAP memorial ceremony at the U.S. Air Force Memorial in Arlington, Virginia.

Creating a Brighter Future

Squadron Founding Member Leaves Transformational Gift as a Legacy

By Loretta Fulton

■ The loyalty and generosity of a charter member of Civil Air Patrol's Nellis Senior Squadron was on full display at a banquet Jan. 12 in Las Vegas when a gift of \$450,721 was made official.

The gift from the Charles and Lenke N. Tarr Fund came 20 years after Charles' death. It was one of 17 gifts distributed at the banquet, all to organizations and charities that Tarr supported during his 84 years of life.

"Charlie's dream was to make this a better world," said Jerry Engel, who first met Tarr in the 1950s when both men were new to Las Vegas. The two men became friends and Engel, a certified public accountant, suggested to Tarr that he establish a trust fund. Engel served as a trustee of the fund from its inception until its closing.

The Nellis Senior Squadron was formed in 1988 and over the years Charles Tarr served in many capacities. He was a natural fit for Civil Air Patrol, having flown B-17 bombers in 42 missions during World War II.



Following World War II, Charles Tarr Jr., met and married his bride Lenke, a Hungarian actress and Holocaust survivor.

When Tarr died Dec. 31, 1999, he left a sizable trust. For the first 19 years of the fund, gifts of either \$500 or \$1,000 were distributed annually among the 17 recipients. The Nellis Senior Squadron received \$1,000 annually. The remainder of the fund, totaling \$5.4 million, was distributed at the January banquet.

The \$450,721 designated for the Nellis Senior Squadron will be managed by the Civil Air Patrol Foundation. The gift is the first endowment dedicated to

supporting a local unit, said Kristina Jones, CAP's chief of philanthropy.

"We are glad to offer the foundation as a manager of these types of gifts, which are intended to have a meaningful impact for years to come," Jones said.

The foundation's goal is first to help the donor fulfill his wishes and second to develop a process to decide how the annual payments will be used. The foundation wants to be good stewards

of the funds, Jones said, to ensure stability and a clear decision-making process.

Lt. Col. Malcolm Arnot, deputy commander of the Nellis squadron, talked about future uses of the proceeds during the January banquet.

“The donation means a great deal to the Nellis Senior Squadron in that it will allow the squadron to provide meaningful and robust training to all our members and provide mission support to our operations,” Arnot said at the banquet.

The donation will ensure that squadron members get the best training possible in professional search, rescue and emergency services. Some of the funds will be used for much-needed renovations, repairs, and upgrades to the operations center,

which is located at North Las Vegas Airport. Squadron members want the current operations building to be a state-of-the-art facility with the latest electronics. The facility houses the Nellis squadron’s two aircraft and is used by other CAP squadrons in southern Nevada.

“We believe Charles would be proud of his contributions to CAP,” Arnot said at the banquet, “and we are certainly very proud of him.”

If you’re interested in learning more about including Civil Air Patrol in your estate plans and/or setting up a permanent scholarship fund or endowment fund, we would love to talk with you. Contact Kristina Jones, CFRE, via phone at 833-426-4227 (toll-free) or email legacy@gocivilairpatrol.org. ▲



Capt. Charles Tarr Jr., in his Air Force dress uniform.

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Civil Air Patrol's Unsung Civil Rights Milestone

Illinois Wing's 111th Flight Squadron exhibited the model for Civil Air Patrol's commitment to equality and diversity.

*By Col. Frank Blazich,
Director, Col. Louisa S. Morse Center for CAP History*

■ America's Civil Rights history is missing a page about the pioneering work of Civil Air Patrol in March 1942. With little fanfare outside the black press, the 111th Flight Squadron of the Illinois Wing became the first race- and gender-integrated, uniformed flying unit in United States history.

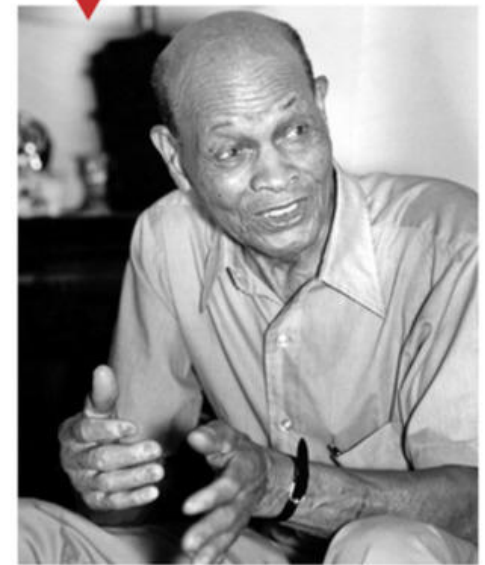
The framework behind this achievement originated with the Office of Civilian Defense. Established by Executive Order 8757 on May 20, 1941, and placed under the directorship of New York City Mayor Fiorello LaGuardia, civilian defense possessed a two-prong effort: protective services and war services. In

September, LaGuardia tapped first lady Eleanor Roosevelt as assistant director charged with volunteer participation and developing the war services function. Roosevelt advocated for civil rights as a key element of civilian defense, lobbying for women and African American involvement in home front defense.



A student of the Coffey School of Aeronautics hand starting a Piper J-3 Cub while an instructor looks on at Harlem Airport in Oak Lawn, Illinois. The aircraft was also used by the 111th Flight Squadron, later Squadron 613-6.

The legacy of Coffey, seen here in a photo taken in 1993, lives on today. His CAP unit is now known as the Cornelius R. Coffey Composite Squadron.



When Civil Air Patrol was established in December 1941, its national commander, Maj. Gen. John F. Curry, adhered to national civilian defense policy to ensure civil aviation's contribution to the home front would be inclusive. On December 17, Cornelius R. Coffey, vice president of the National Airmen Association (NAAA), wired Curry that "Negro air pilots throughout the United States are anxious to serve this country in all branches of the air service. Please enlist us in the Civil Air Patrol and command us as you see fit."

Curry replied the following day and noted no restrictions on CAP membership as to race, creed, color or sex, explaining: "Ability to do job only consideration beyond patriotism."

A native of Newport, Arkansas, Coffey forged a path for African Americans in civil aviation. Enthralled with aviation

as a teenager, he became an automobile mechanic and through the trade met fellow mechanic John C. Robinson. Together the men built a kit aircraft, and in 1928 Coffey earned his private pilot certificate.

In 1932, both men graduated with distinction from the Curtiss-Wright School of Aviation in Chicago as aircraft mechanics. Their academic performance convinced the school to teach more blacks, with Coffey and Robinson hired as instructors. Within weeks of graduation, Coffey passed his examinations to become the nation's first licensed African American master aviation mechanic.

Finding the aviation industry unaccepting of their race, Coffey and Robinson joined with fellow aviation enthusiasts to establish the Challenger Air Pilots Association to help integrate the nation's industry. The association found a home

at Harlem Airport in south Chicago to teach flying. Coffey maintained aircraft for white aircraft owners and taught flying to anyone regardless of race or sex.

By 1935, Coffey met recently arrived Gary, Indiana, teacher Willa B. Brown. Brown helped raise the profile of the work of Coffey and the Challengers at Harlem Airport. She received a master aviation mechanic's certificate in 1935, and in 1937 she became the first African American woman in the U.S. to receive a private pilot certificate. Working with Coffey and the aviation community centered around Harlem Airport, Brown spearheaded efforts to raise awareness and capabilities of the nation's African American flyers.

Cornelius R. Coffey, who co-owned the Coffey School of Aeronautics with his wife Willa B. Brown, served as commander of the 111th Flight Squadron of Civil Air Patrol's Illinois Wing, beginning in 1942. The CAP unit was the first race- and gender-integrated, uniformed flying unit in U.S. history.



As NAAA secretary, Brown worked with other members to lobby for the integrated inclusion of African Americans in the Civilian Pilot Training Program (CPTP). In 1939, that program expanded operations nationwide to provide thousands of citizens with pilot training at select colleges and universities. Six historically black colleges and universities received approval as training sites, albeit segregated. CPTP also selected the Coffey school, the only African American training site not located on a college campus.

Several Coffey School graduates became the first instructors to train cadets for the 99th Pursuit Squadron, the pioneering members of the Tuskegee Airmen. As with CPTP, the Tuskegee Airmen remained in segregated units, to the chagrin of the NAAA.

With Civil Air Patrol in its infancy, Coffey and Brown seized upon another opportunity to integrate the uniformed aviation community. "Civil Air Patrol Does the 'Impossible' in Illinois" read the March 7, 1942, headline in the *Chicago Defender* about the establishment of the Illinois Wing's 111th Flight Squadron. Twenty-five black and white flyers from the Coffey School formed the nucleus of the squadron. Coffey himself commanded the unit, with flight instructor William Paris as executive officer and Brown as unit adjutant.

In late February, the Illinois Wing's commander, Jack Vilas, approved the squadron. "He was certainly prejudiced against people of color," remarked his granddaughter, Dr. Faith Vilas, but "he must have recognized the value of the airmen and the contribution to flying."



Willa B. Brown was the first African American officer in CAP, male or female, and was the first African American woman to earn a pilot certificate in America.

Three years later, Coffey opened the Coffey School of Aeronautics, the largest privately owned African American flying school in the country. He held the titles of president and chief flight instructor while also overseeing all aircraft maintenance. As school co-owner, Brown held the post of director and taught ground school for hundreds of aspiring African American aviators.

In 1939, she joined Coffey as a charter member of the NAAA, an organization to represent and advocate on behalf of the nation's black pilots, mechanics, aeronautic personnel and aircraft industry workers. Coffey served as its inaugural president, with Brown as its secretary.

On March 20 at the Wabash Avenue YMCA in Chicago, Vilas personally swore in Coffey as squadron commander together with his staff officers.

“The Illinois Wing takes great pride in having helped to promote racial equality and inclusiveness during the initial formative years of CAP,” said current wing commander Col. Robert M. Dempsey Jr.

Under Coffey’s command, white and black pilots trained and served together, bound by patriotism and airmanship. Around mid-1942, the squadron was redesignated as Squadron 613-6, and Coffey received a commission as first lieutenant with Brown as a second lieutenant.

Members of the unit flew courier service missions, participated in antiaircraft artillery training, “bombed” Comiskey

Park in Chicago with paper leaflets and patrolled vital war industries. Several pilots of the squadron flew a 2,000-mile, six-state cross country flight in September 1942 to gain experience.

With the creation of the Civil Air Patrol cadet program in October 1942, Squadron 613-6 expanded its membership. Boys and girls ages 15-18 could participate, as well as younger children 10-15 whom Coffey organized into a “junior airmen group” to build and fly model planes. With more than 125 members, the squadron introduced and promoted aviation’s potential to cadets who went on to serve in the military and further integrate the nation’s aviation community in the postwar years.

Within the Illinois Wing, the legacy of Coffey and Squadron 613-6 lives on in the Cornelius R. Coffey Composite

Squadron, based outside Chicago in Park Forest. Reflecting on Coffey’s legacy on his namesake squadron, commander 1st Lt. Tim Richardson observed, “our squadron has members of different colors, cultures and levels of education. We embrace this by exploring the hidden histories of other minority airmen and airwomen. We emphasize to our cadets that they represent those aviators of the past, that they themselves are a living history to their future.”

It is a fitting tribute to Coffey, Brown, Curry, Robinson and so many other pioneers that the seeds of diversity they cultivated eight decades ago still bear fruit today. In fact, in the unit named in honor of Coffey, cadets can earn an achievement award named for Brown, the woman who helped Coffey pioneer the nation’s first race- and gender-integrated uniformed flying unit. ▲



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Maj. Gen. Mark Smith, Civil Air Patrol national commander and CEO, holds the Hoyt S. Vandenberg Award that CAP received from Whitten Peters (left), Air Force Association chairman of the board. Also on hand for the presentation are (from Smith's left) acting Secretary of the Air Force Matthew Donovan, Air Force Chief of Staff Gen. David L. Goldfein and Air Force Chief Master Sgt. Kaleth Wright.

CAP Receives AFA's Vandenberg Award

■ Civil Air Patrol's commitment to addressing the worldwide pilot shortage through its multi-program Youth Aviation Initiative earned the organization the 2019 Hoyt S. Vandenberg Award, one of the Air Force Association's highest honors.

"Civil Air Patrol is committed to identifying and developing young pilots," said Maj. Gen. Mark Smith, CAP's national commander/CEO. "This is being accomplished through the Youth Aviation Initiative, and it is an honor to be recognized for these efforts."

Smith accepted the Vandenberg award at the AFA's 2019 Air, Space & Cyber Conference in National Harbor, Maryland, a premier event for defense and aerospace professionals around the world.

With funding from the U.S. Air Force, CAP has implemented a number of programs to challenge and to provide

opportunities for its cadets as well as youth participating in the Air Force Junior ROTC and ROTC programs. The available programs include:

Cadet Wings Program — goal is receipt of Federal Aviation Administration private pilot certificate. (The fiscal 2019 budget was \$1 million.)

Cadet Lift Program — weeklong aviation career exploration program. (The fiscal 2019 budget was \$500,000.)

Cadet Take-Off Program (TOP) — flight academy with goal of soloing in powered flight, gliders or hot air balloons. (The fiscal 2019 budget was \$500,000.)

"Flying opportunities are available in concentrated residence programs or through certified flight instructors at the local level," said Ken Goss, who nominated CAP for the award. "The programs are highly selective, rigorous and very demanding. Ideal applicants for the Cadet Wings program have a solo endorsement certificate, have passed the FAA private pilot written examination and have a valid FAA medical."

The Vandenberg award is named after the former U.S. Air Force general who served as the military branch's second chief of staff and was also the second director of the CIA. ▲

Reaper Escort Mission Participants Hailed by Air National Guard



■ The New York Air National Guard's 174th Attack Wing recognized Civil Air Patrol members for flying escorts for MQ-9 Reapers from Syracuse to the Fort Drum training area for more than three years.

Lt. Col. Aaron Brown of the Air National Guard cited CAP's 100% safety record during the escort mission, in which more than 250 CAP members participated. Flying four to six days a week, CAP aircrews ensured the Reapers — remote piloted aircraft used worldwide — were operating properly and were safely escorted from the Syracuse airport to military operating areas as part of the U.S. Air Force Reaper Training Program for pilots and sensor operators, Lt. Col. Bill Hughes of

Northeast Region Headquarters was recognized for successfully managing the program for over 150 weeks.

Capt. Eric Classen, public affairs officer for the Massachusetts Wing's Hanscom Composite Squadron, presented his painting of an escort flight to the 174th to express CAP's thanks for being allowed to participate in the mission. With the permission of CAP's chief operating officer, John Salvador, Classen is making prints of the painting available for purchase online.

The CAP Appreciation Day was accompanied by the Air National Guard squadron's official naming ceremony, with several members of the unit receiving their call signs.

Capt. Eric Classen (third from left) presents his painting of an MQ-9 Reaper escort flight to Air Force Lt. Col. Aaron "Copper" Brown. Flanking the men are (from left) Capt. Glenn Gabriele, Maj. Grant Sussey, (from right) Capt. Joseph Gallo, Air Force Lt. Col. Keith "Smithers" Walker, Maj. Shawn Herrmann and Lt. Col. Tim Nelson. Gabriele and Sussey are members of the New York Wing's Mohawk-Griffiss Senior Squadron, which Herrmann commands. Classen belongs to the Massachusetts Wing's Hanscom Composite Squadron; Nelson is that wing's director of operations.

Lt. Col. Tim Nelson, Massachusetts Wing director of operations, who flew 56 weeks during the escort mission, was given the official call sign "Sade." He's the only CAP member to ever receive an official call sign from the New York Air National Guard. ▲

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WWII Streamer for CAP Flag Authorized Through ‘Team Effort’

AMERICAN THEATER

■ Six years after Civil Air Patrol’s volunteer service during World War II was recognized with the Congressional Gold Medal, the organization’s war-time missions are being saluted anew.

Thanks to a query launched nearly three decades ago, CAP is now eligible to adorn its organizational colors with the American Theater Service Streamer for non-combat service in the war. Col. Frank Blazich, former Civil Air Patrol national historian, credits the development to a four-man team effort.

“It took almost 30 years to get the green light, but now our flag can bear the appropriate indication of the service and the sacrifice our founding members provided the nation during World War II,” Blazich said.

The odyssey began in June 1991, when the Air Force Historical Research Agency (then Air Force Historical Research Center) responded to an inquiry by Col. Lester Hopper, then Civil Air Patrol’s national historian, regarding CAP’s eligibility to receive an Antisubmarine Campaign credit for World War II.

Hopper’s inquiry included support by then-Lt. Col. Len Blascovich, fellow CAP historian, to acquire the campaign streamer with Antisubmarine Campaign

credit for the National Headquarters flag.

The historical research agency concluded CAP was ineligible for the Antisubmarine Campaign credit but could “claim and fly from its organizational flag” the American Theater Service Streamer. Concurrent with the request, the Air Force published the lineage for CAP, albeit CAP-USAF, which credited the service streamer for CAP-USAF’s colors.

Years later, Blazich, having come across various documentation about the Civil Air Patrol members’ eligibility to receive decorations from the Army Air Forces at the end of World War II — notably authorization for members to wear the Civilian American Theater Service Ribbon — reached out to Blascovich about the campaign streamer.

Blazich decided to pursue the matter out of a desire to help recognize the 75th anniversary of the end of World War II and CAP’s role in the war effort. In October 2019 he emailed James Frank, deputy director of the Field Heritage Program of the Office of the Air Force Historian, about how to go about securing authorization for CAP to fly the campaign streamer.

He included results of his own research from records in the Col. Louisa S.

▲ Maj. Erik Koglin of the Tennessee Wing created this image of the American Campaign Service Ribbon streamer. Information on the ribbon’s design can be found on the Institute of Heraldry website at <https://bit.ly/2WIZgKt>.

Morse Center for Civil Air Patrol History along with a copy of the original letter that the Air Force Historical Research Center wrote Hopper on June 6, 1991.

Frank in turn directed Blazich to email Denise Harris, chief of the Air Force Awards Policy and Programs office. Meanwhile, Harris reached out to Tom Shubert, assistant deputy for the Air Force auxiliary and education and development programs, who provided additional support for Blazich’s request for permission for CAP to use the streamer.

The stage, finally, was set, some 17 years after Hopper’s death in 2003.

“Based on the documents you provided, HQ CAP is authorized the American Theater Service streamer,” Harris emailed Blazich, adding that the historical research agency’s 1991 response to Hopper “serves as authorization. You can go ahead and order the American Theater Service streamer.” ▲

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Overseas Unit Cadets Serve as Honor Guard

Spangdahlem Cadet Squadron members perform honor guard detail during the bridge dedication ceremony at Moestroff, Luxembourg. Photo by U.S. Air

Force Senior Airman Kyle Cope

■ Members of Civil Air Patrol's overseas unit at Spangdahlem Air Base in Germany participated in a ceremony renaming the Moestroff Bridge after U.S. Army Pfc. Vincent Festa in Moestroff, Luxembourg.

Spangdahlem Cadet Squadron cadets served as an honor guard detail for the ceremony saluting Festa, the first U.S. soldier killed when American forces crossed the Sauer River, the river that flows under the bridge now bearing his name, on January 20, 1945.

"This commemoration gives us the chance to honor individual Americans, because it was individual Americans that paid the ultimate sacrifice," said Casey Mace, U.S. Embassy in Luxembourg deputy chief of mission. "It is important and special for us to be able to use this time to remember Pvt. Vincent Festa for the sacrifice he paid during a war that defined the course of history."

"Being stationed over here at Spangdahlem is a great opportunity to take part in World War II ceremonies," said CAP

Maj. Frank Schuler, Spangdahlem Cadet Squadron deputy commander and Luxembourg native.

"You learn a lot out of books, but if you stand on the battlefields and see the surroundings, feel the cold weather, see the environment, it is a different experience than just reading in a book," Schuler said.

"People over here also have great respect for what the cadets do, and they are very proud to see young Americans represent their grandfathers and great-grandfathers who fought here about 75 years ago and still remember what happened here back in 1944-1945," he added.

"People here still remember the liberation of Luxembourg in 1944-1945 by U.S. troops because they gave them freedom back after five years of German occupation and terror," Schuler said. "Generations like my grandparents and my parents still keep that remembrance high, because they know that without U.S. liberation, their lives would have been totally different and not as good." ▲

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