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August-October 2009

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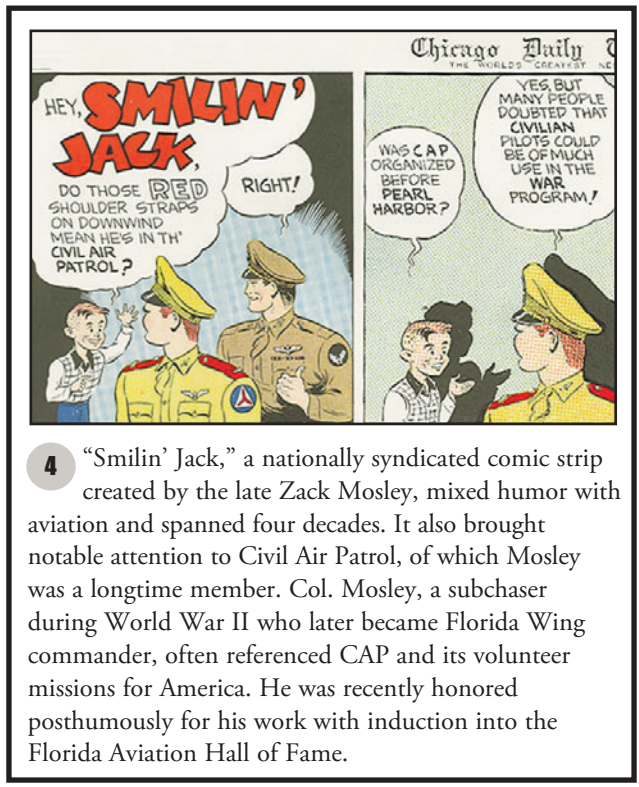


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CIVIL AIR PATROL

Volunteer

August-October 2009



Courtesy of Jill Mosley and the Mosley estate

4 “Smilin’ Jack,” a nationally syndicated comic strip created by the late Zack Mosley, mixed humor with aviation and spanned four decades. It also brought notable attention to Civil Air Patrol, of which Mosley was a longtime member. Col. Mosley, a subchaser during World War II who later became Florida Wing commander, often referenced CAP and its volunteer missions for America. He was recently honored posthumously for his work with induction into the Florida Aviation Hall of Fame.

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ON OUR COVER

The summer vacations of Civil Air Patrol's 22,000 youth, including these two Honor Guard Academy graduates — Cadet Tech. Sgt. Devin Jones, left, of the Arkansas Wing and Cadet 2nd Lt. Emily Speziale of the New Jersey Wing — featured a variety of fun and educational experiences as participants in CAP's 30 national cadet special activities. Take a glimpse at summer break CAP-style beginning on page 20.
Photo by Susan Robertson, CAP National Headquarters

Civil Air Patrol Volunteer is oriented toward both internal (CAP) and external audiences. For that reason, it uses the Associated Press style for such things as military abbreviations. The Associated Press style is the standard used for most newspapers and magazines. Official internal CAP communications should continue to use the U.S. Air Force rank abbreviations found in CAPR 35-5.

Vigilance

Maine Wing's New Firewatch Flights Serve State

By Kimberly L. Wright

A According to “Forest Trees of Maine,” a reference provided by the Maine Forestry Service, “various sources estimate that we have nearly 96 percent as much forest as when Maine was first settled. More than in any other state, this great forest is privately owned, yet is more accessible to the public than is true in most areas.”

These beautiful forests, unfortunately, provide easy fuel for destructive flames.

This year, Civil Air Patrol's Maine Wing is helping protect the forests, homes and citizens of Maine through aerial firewatch patrols. CAP members provide a valuable service flying over and quickly relaying the coordinates of wildfires to firefighting resources on the ground.

Every region of the state, from the mountainous west to the coasts of the east, is in the realm of CAP's Maine firewatch team, which so far has included 15 pilots and 14 scanner/observers who scout the horizon for smoke.

Fire and Rain

Firewatch missions began in April. “During the beginning of spring, after snowmelt, there's a danger of fires,” said Lt. Col. James Jordan, wing vice commander for the northern part of Maine. He serves as administrator of the program along with Maj. Marc Brunelle, wing director of operations.

“It's a south-to-north progression as the weather warms and the snow melts,” said Jordan. “There is a time frame in the spring when the whole state is vulnerable.”

Maine's firewatch season continues until fall. “Usually



Photo by Terry Karkos, Lewiston Sun-Journal

Capt. David Barker of the Maine Wing's 36th Composite Squadron flies over heavily forested terrain in search of forest fires.

by the end of October, all of the foliage has fallen and the weather has cooled,” said Brunelle.

The frequency of missions depends on prevailing meteorological conditions. The Maine Forestry Service determines when and where to search by taking into account rainfall and the amount of foliage available to ignite fires.

“We have flown every single day of a given week,” said Jordan. “In the month of April, we flew pretty much every day and multiple routes” for a total of 35 missions that month.

The hectic pace curtailed dramatically with the onset of rainier weather in May, with only eight flights performed that month. That was followed by a very wet June, when the moisture combined with the trees in full leaf also kept down the number of missions.

With the onset of late-summer storms, missions are expected to increase once again. “The thunderstorms of late summer can start summer forest fires,” said Jordan.

“We fly 14 mapped routes that encompass the entire state. The forestry service requests the routes,” he said, adding, “occasionally, they request a custom route.”

One remote region is of high interest. “The western part of the state has rolling hills and is fairly remote, so a fire there left unreported could spread rather quickly,” said Brunelle.

How It Works

The forestry service mans three dispatch offices — one in the south, one in the central part of the state and one in the north — and during a mission crew members stay in constant contact with the appropriate dispatch offices, reporting any fires they see.

The aircrews have mandatory checkpoints, which help ensure their safety. A checkpoint also provides a great reassessment point. “When we reach these checkpoints, we do a 360-degree turn, during which time we’ll take another look at the surroundings for burns,” said Brunelle.

CAP’s vigilance has made a difference. “We’ve come across several uncontrolled burns, and it’s just a matter of contacting authorities to report it,” said Brunelle.

Maine Wing Commander Col. Dan Leclair has flown on 10 firewatch missions and has seen the results of CAP’s efforts.

“Someone’s backyard burn got away from them, and we were able to direct firefighting apparatus to the

fire,” said Leclair.

The average mission flight is three hours, with the longest one lasting five — long enough to require the plane to be refueled.

One typical route took Leclair over the hills of western Maine and the largest lake in the state, Moosehead Lake.

Though the fire patrol missions are a matter of weighty responsibility, Leclair is inspired by the country he is helping protect.

“It’s always fun,” said Leclair. “I have seen more of the state of Maine than ever. In the summer it can get pretty bumpy, but the views are phenomenal.” ▲

Tips to Help Protect Your Home from Wildfire

- Move your firewood pile out of your home’s defensible space.
- Perform an assessment of your home, taking stock of possible fire risks.
- Clean your roof and gutters of leaves and pine needles (best done in October).
- Clear the view of your house number so it can be easily seen from the street.
- Put a hose at least 100 feet long on a rack and attach it to an outside faucet.
- Trim all tree branches that overhang your house.
- Trim all tree branches from within 20 feet of all chimneys.
- Remove trees along the driveway to make it 12 feet wide.
- Prune branches overhanging the driveway to have 14 feet of overhead clearance.
- Maintain a green lawn for 30 feet around your home.
- If new homes are still being built in your area, talk to the developer and local zoning officials about building standards.
- Plan and discuss an escape plan with your family. Have a practice drill. Include your pets.
- Get involved with your community’s disaster mitigation plans.
- Check your fire extinguishers. Are they still charged? Are they easy to get to in an emergency? Does everyone in the family know where they are and how to use them?
- Clear dead wood and dense flammable vegetation from your home’s defensible space.
- Remove conifer shrubs from your home’s defensible space, especially if your home is in a high-risk area.
- Review your homeowner’s insurance policy for adequate coverage. Consult your insurance agent about costs of rebuilding and repairs in your area.
- Talk to your children about not starting fires or playing with matches.
- If you have a burn barrel for burning trash, STOP!
- Compost leaves in the fall. Don’t burn them. Always follow local burning regulations.

— Maine Forestry Service

Photo by Danyl Slover, Lewiston Sun-Journal



Col. Dan Leclair examines the wing of a CAP Cessna before a firewatch mission. From the first thaw of spring until the last leaf falls in autumn, the Maine Wing stays busy patrolling the state from the sky in search of fires.

Background: Maine’s aerial firewatch missions help protect property while preserving the state’s plentiful forests.

Photo Courtesy of Maine Forest Service

Smilin' Jack

Strip Inspires Late Member's Selection for Florida Aviation Hall of Fame

By Steve Cox

Col. Zack Mosley, an American cartoonist and Civil Air Patrol subchaser, created the aviation adventures of “Smilin’ Jack,” which incorporated CAP and the Coastal Patrol into its plots. The lifelong flying enthusiast was recently recognized posthumously for his work — which spanned four decades — with his induction into the Florida Aviation Hall of Fame.

One of CAP’s most celebrated subchasers is now a member of the Florida Aviation Hall of Fame. As a new inductee, Zack Mosley — best known for his long-lasting nationally syndicated comic strip “Smilin’ Jack” — joins the greatest pilots and flying enthusiasts in the state’s rich aviation history.

“This is our way of recognizing leadership and accomplishments in the field of aviation,” said Neil Cosentino, spokesman for the Florida Aviation Historical Society, who noted that the state is a leader in airline, space and naval aviation.

Inducted with Mosley were Kermit Weeks, a championship aerobatic pilot who created and founded Central Florida’s premier aviation attraction, Fantasy of Flight, and Ed Hoffman, a designer and builder of all-wood airplanes. Past inductees have included Paul Tibbetts, pilot of the Enola Gay, and John Paul Riddle, founder of Embry Riddle Aeronautical University.

“I think Dad’s greatest achievement was the popularity of his comic strip, ‘Smilin’ Jack,’ that ran in newspapers all over the country for 40 years,” said Jill Mosley, curator of her father’s drawings and books. “I



Courtesy of Jill Mosley and the Mosley estate

This photo now on display at the Florida Air Museum in Lakeland, Fla., shows the late Zack Mosley with his comic strip creation “Smilin’ Jack” in the background. Mosley, a longtime resident of Florida who mixed humor and aviation — and even Civil Air Patrol — in his popular strip, was recently inducted into the Florida Aviation Hall of Fame.

remember him looking at some of his framed original drawings and commenting that he couldn't believe he was able to draw and think up all the different adventures of 'Smilin' Jack.'

Created in 1933, the Chicago Tribune-New York News Syndicate strip mixed humor with aviation and featured Jack Martin, then a student pilot with dashing good looks, a Clark Gable mustache and a permanent sideways grin. His lifelong adventures took him to a multitude of exotic locales around the globe. He fought in both theaters in World War II.

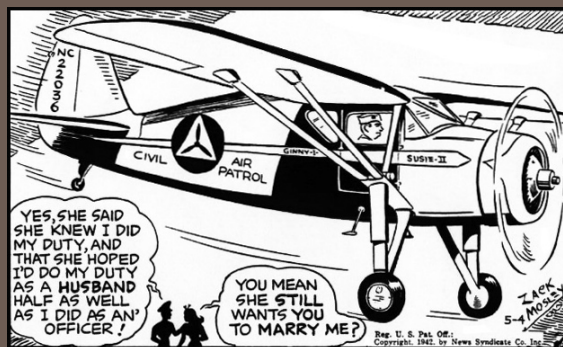
For four decades, "Smilin' Jack" was wildly popular and one of the most authentic strips of its day. As much admired for its delineation of contemporary aircraft as for its pretty girls — Zack Mosley called them "de-icers" — the strip inspired many young male readers to become air-minded during the depressed 1930s and war-torn 1940s and received honors and citations from both the U.S. Air Force and Civil Air Patrol.

"After he retired the strip in 1973, he offered his original drawings for sale, and that's when he really found out how much 'Smilin' Jack' had influenced so many people to become pilots and how much joy the strip brought," said Jill Mosley.

A lifelong flying enthusiast, Zack Mosley became an experienced pilot. He started taking flying lessons in 1933 in Chicago and became a licensed pilot three years later. During his long life, he owned nine airplanes and logged more than 3,000 hours at the controls. Besides private flying, he logged more than 1.5 million miles in military and commercial aircraft, traveling all over the world to gather authentic material for his strip.

“Dad continued to promote the CAP after World War II until the retirement of ‘Smilin’ Jack.’ He was very proud of his service to the CAP, as I am to this day!”

— Jill Mosley, daughter of the late nationally syndicated strip cartoonist Zack Mosley, a member of CAP's Hall of Honor



'Smilin' Jack' comics became an American institution in the depressed 1930s and war-torn 1940s. The strip's artist, Zack Mosley, a longtime Civil Air Patrol member and World War II Coastal Patrol pilot, often put CAP in his story lines while educating American youth and their parents about aviation.

After moving to West Palm Beach, Fla., in the early 1940s, Mosley joined what was then called the Coastal Patrol and flew more than 300 hours of anti-submarine missions off the Atlantic Coast from Base 3 in Lantana, Fla., during the 18 months of World War II. Many of the subchaser flights were made in bomb-loaded civilian planes.

Later becoming the Civil Air Patrol, the Coastal Patrol was formed just six days before the bombing of Pearl Harbor and the start of World War II. After the war, CAP became the official auxiliary of the U.S.

Air Force.

"Dad continued to promote the CAP after World War II until the retirement of 'Smilin' Jack,'" said Jill Mosley. "He was very proud of his service to the CAP, as I am to this day!"

Zack Mosley's long-running strip incorporated Civil Air Patrol and Coastal Patrol into its plots. In 1944, "Smilin' Jack" devoted its entire full-page Sunday color edition to the story of Civil Air Patrol in World War II. In addition, Mosley often included educational information on aviation technology as well as life lessons for young people, long a principal



In this vintage undated photo, Zack Mosley — one of the founding members of the World War II-era Coastal Patrol, which later became the Civil Air Patrol — takes notes while visiting with other CAP members. Mosley stayed active in Civil Air Patrol for many years following the war, rising to the ranks of colonel and serving as commander of CAP's Florida Wing.

mission of CAP.

Mosley, who became a colonel in Civil Air Patrol and served as the Florida Wing's third commander, was one of the few hundred Coastal Patrol pilots awarded Air Medals for their World War II heroics. Mosley received the honor in 1948.

Civil Air Patrol also recognized Mosley for his subchaser missions and his strip, by inducting him into CAP's Hall of Honor on Sept. 18, 1976, three years after the "Smilin' Jack" strip was retired.

Mosley died on Dec. 21, 1993. He was 87. ▲

To purchase copies of Zack Mosley's original drawings or for a copy of one of his books, including his autobiography, "Brave Coward Zack," go to smilinjackart.com, a Web site monitored by Jill Mosley.



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Photo by Capt. Christopher Colvin, Virginia Wing

Member Honored With Distinguished Flying Cross

CAP Lt. Col. George Thompson of the Virginia Wing, right, receives a round of applause from Gen. Norton A. Schwartz, far left, Air Force chief of staff, and local officials after receiving the Distinguished Flying Cross. Thompson, the Winchester Composite Squadron deputy commander for senior members, received the honor for an April 1969 mission over Laos that was recently declassified after four decades. Thompson helped turn the tide of the battle and saved countless lives during a daylight siege by enemy forces. The Distinguished Flying Cross, the nation's fourth-highest military award, is presented to any officers or enlisted members of the armed forces who distinguish themselves in support of operations by "heroism or extraordinary achievement while participating in an aerial flight, subsequent to Nov. 11, 1918."

NESA Sharpens CAP Members' Skills

CAP National Commander Maj. Gen. Amy S. Courter focuses on improving her aerial photography skills as part of the scanner/mission photography training course, a new offering this year at the National Emergency Services Academy. Hundreds of CAP members took courses that increased their knowledge of ground search and rescue, the incident command system and mission aircrew



Photo by Susan Robertson, CAP National Headquarters

fundamentals. The academy, held in Camp Atterbury, Ind., operates with a staff of about 100, mostly CAP volunteers, complemented by instructors representing various federal, state and local agencies, including CAP-U.S. Air Force reservists who monitor the training to ensure it meets Air Force standards.

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Cadet Ken's travels impact youth by promoting DDR

By Rachel Underwood

Cadet Ken hugs a young CAP enthusiast at the Annapolis Open-Grant Turner Memorial Baseball Tournament in Annapolis, Md., which attracted Little Leaguers from several nations.



Photo by 1st Lt. Walter Murphy, Maryland Wing

H He travels from Florida to New York, Wisconsin to South Dakota and Washington, D.C., to Las Vegas. He is not a movie star, politician or world-class athlete, but he is certainly a celebrity among aspiring young Civil Air Patrol cadets and members of any

community lucky enough to be warmed by his presence.

He is Cadet Ken — the beloved mascot for CAP’s Drug Demand Reduction program.

Cadet Ken stands an eye-catching 9 feet tall and, as the quintessential cadet, he is the perfect tool for recruiting young members while teaching the importance of drug abstinence. To achieve these goals, he travels to various events across the U.S. to participate in parades, attend air shows and conferences and make appearances at other important events, such as the Special Olympics.

“Cadet Ken is the model CAP cadet, and he wears the DDR patch,” said Mike Simpkins, chief of the Drug Demand Reduction program at CAP National Headquarters. “He teaches discipline and represents our drug-free mission.”

Simpkins ships the massive blow-up figure to anyone wishing to use him as a representative of the organization.

Lt. Col. Jett Mayhew, CAP’s national DDR team leader, said Cadet Ken’s ability to excite children has awed her since his inception.

“We have no idea where the children come from,” Mayhew said, referring to youth’s seemingly magnetic attraction to the towering blow-up cadet. “Everyone takes pictures with him, and we’re able to get in an important message about drugs.”

Many CAP wings across the nation take advantage of Cadet Ken’s promotional powers. First Lt. Walter Murphy, DDR administrator for the Maryland Wing, said the mascot’s popularity runs deep.

“In December we had an event in Denton, which is a very rural area of Maryland,” Murphy said. “A small

boy, not even 5 years old, looked at his mom and said, ‘Look, Mom, it’s Cadet Ken!’”

Cadet Ken and DDR’s main goal is drug-use prevention. The program also promotes CAP as a positive community service and lifestyle, encourages youth to remain in school and provides positive activities as alternatives to drugs and gang violence.

One of DDR’s banner activities is Red Ribbon Week. Celebrated annually in mid-October, Red Ribbon Week is the oldest and largest drug prevention campaign in the country. Churches, schools, business, media and organizations like CAP team up across America during this week to influence youth to join the fight against drugs.

“We use Red Ribbon Week to really focus on and bring national attention to drug prevention,” said Mayhew, who noted that CAP squadrons nationwide will partner with their communities to support the local activities.

The weeklong event commemorates the tragic death of a much-loved U.S. Drug Enforcement Agency agent, Enrique “Kiki” Camarena, who died at the hands of Mexican drug traffickers in 1985 as he was fighting desperately to defend his country from the dangers of illegal drug use. In Camarena’s honor, hundreds of people from his hometown in California wore red ribbons and pledged to be drug-free, and in 1988 the U.S. Congress proclaimed the first National Red Ribbon Week.

Promoters of Red Ribbon Week urge citizens to encourage their mayors to issue the Red Ribbon Week proclamation, wear red ribbons and place red bows throughout the city and to actively participate in the various weeklong activities. Citizens are also urged to be role models and carry the organization’s motto, “Come with me and be drug-free,” with them not only during this important week but throughout the entire year.

Citizens across the country and CAP members are encouraged to join Cadet Ken and the estimated 80 million Americans who already participate in Red Ribbon Week in the movement toward a drug-free nation. ▲

Two Recent California Wing Saves

Demonstrate Need For Continuing to Monitor 121.5 MHz Beacons

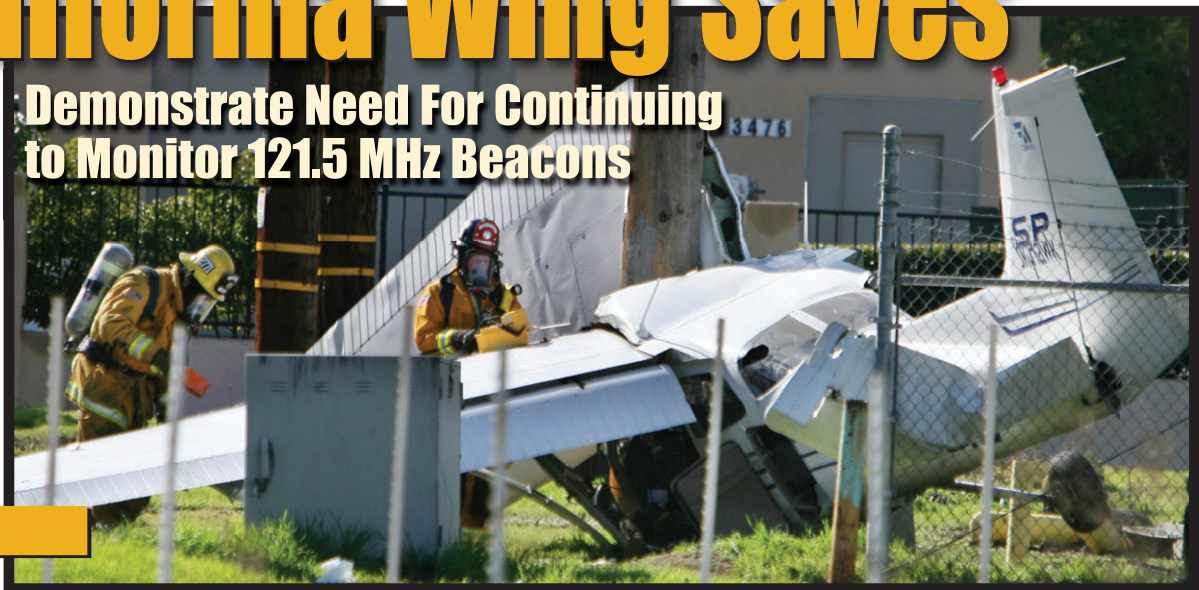


Photo courtesy of Jamie Lyle, North County Times

Because the impact breached a sewer line, spewing 25,000 gallons of raw sewage, emergency personnel had to don Hazmat gear to check out this single-engine plane crash in Oceanside, Calif. Two survivors were transported to an area hospital with moderate to critical injuries.

By Kristi Carr

The satellite processing of 121.5 MHz signals may have ended — this was done Feb. 9 at the direction of the International Cospas-Sarsat program, the worldwide search and rescue satellite system — but Civil Air Patrol Maj. Bob Keilholtz has not forgotten the importance of continued monitoring of this frequency, which picks up distress signals from older emergency locator transmitters. Two light plane crashes in California, just weeks apart and both with critical injuries, serve as reminders.

INCIDENT NO. 1

Keilholtz was in a helicopter near Oceanside Municipal Airport during a CAP training exercise when he spotted a Cessna 172 going the wrong way in the airport's landing pattern. Moments later he picked up a strong ELT signal on the 121.5 MHz band on his radio. Following the signal, he spotted a water geyser about a

half-mile beyond the runway, an area with overhead power lines.

“Sure enough,” noted Keilholtz, “at the ground end of the geyser was a balled-up airplane.” The plane was occupied by two California Flight Academy students, pilot Amandeep Singh and passenger Harshdeep Multani. When the aircraft experienced problems, the pilot found himself confronted with the power lines and decided to go under them. Unfortunately, the plane snagged one and went down. Then, when the plane hit the ground, it severed an above-ground pipe at a sewage pumping station, creating a biohazard.

With the plane literally wrapped around a power pole, the pilot was pinned inside with a broken pelvis and four severed fingers; his passenger, who had moderate injuries, was able to get out of the plane. While working to free the pilot, firefighters had the added pressures of protecting him from raw sewage and

high-octane aviation gasoline on the ground and on the floor of the plane plus live power lines overhead.

Still, there was good news in this calamity: Keilholtz, the California Wing's former emergency services and search and rescue officer, was already on the scene, and the crash was close to the airport and a fire station, both with emergency services. Keilholtz called in the accident and continued to hover over it, directing emergency personnel. But even with the ground team's early arrival, it took close to an hour to extricate the trapped pilot. The victims were transported by helicopter to Scripps Memorial Hospital La Jolla. Both the Federal Aviation Administration and the flight school continue their investigations, and Singh and Multani are recovering from their injuries.

INCIDENT NO. 2

Six weeks later, Keilholtz was the incident commander for a CAP mission to trace a weak ELT signal thought to be coming from an airplane that had crashed in the waters off the coast near Oceanside. In the midst of the search, a second strong ELT signal came on the 121.5 MHz band. Its strength suggested a crash nearby. The CAP search plane, manned by Capt. Tom Charpentier of the California Wing's Group 7 and Lt. Col. Ken Deeble of San Diego Senior Squadron 57, located it within minutes on rugged ground within the restricted airspace of Camp Pendleton. They relayed site coordinates to Keilholtz, who sent it on to the dispatch officer. The ground team soon arrived to find three victims, two with critical injuries.

En route from Orange County to San Diego, pilot Alan Jacobson and passengers David Menne and Scott Jones think their Cessna 172 lost engine power; Jacobson tried to land in a clearing but hit a ravine instead, breaking the plane into three sections. The FAA later reported a cylinder had come off the Cessna's engine.

Again, quick response factored into saving lives. Two Marines driving down Interstate 5 saw the accident and were the first to arrive on the ground; they found Jacobson with bones protruding from his arm and Menne barely breathing. But CAP was in the air, able to direct other responders, including vital medical personnel, to the crash location. While the CAP team went out that day to find an ELT that has yet to be located, a second ELT resulted in three lives saved.

SEMPER VIGILANS

Positive results from these crashes can be credited at least in part to CAP tuning into the old 121.5 MHz frequency and following up on the signals received. For just that reason, Keilholtz preaches constant and continual monitoring of the 121.5 MHz bandwidth.

Unfortunately, Keilholtz thinks not too many people are continuing to track the older beacons, especially now that the satellite tracking for them has shut down. "The switch in beacons can lull us into a false sense of security," he said. The truth is that 406 MHz beacons, while allowing for much more accuracy in location, are not yet widely used by small aircraft. Marine beacons

were mandated for upgrades in 2007, but Keilholtz says no such requirement has yet been made for aircraft ELTs.

The 121.5 MHz bandwidth is also clogged with ELT signals that can be chalked up to non-emergencies and carelessness. Tedious as it is, Maj. Jon Stokes, commander of Group 1 (Los Angeles County), advised, "We must treat all

ELT activations as the real thing. We must respond to each as if lives are at stake. And CAP, with our resources and capabilities, has the best chance for localizing and locating these signals."

For CAP volunteers, the message remains: Better safe than sorry — monitor both the 121.5 and the 406 MHz frequencies. ▲

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



"We must treat all ELT activations as the real thing. We must respond to each as if lives are at stake."
— Maj. Jon Stokes

"The California Wing's quick response following two recent plane crashes can be attributed in part to CAP members tuning into the 121.5 MHz bandwidth."
— Maj. Bob Keilholtz





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We perform many of our activities as an auxiliary of the U.S. Air Force or in support of Air Force goals and objectives. This is why we are seen as part of the Air Force team. It is also why so many elements of our respective ethical standards and core values are similar. With that in mind, I would like to relinquish my space in this issue to the secretary of the Air Force, who posted the letter below on the Air Force AIM Points Web site. I believe it is as meaningful for the Civil Air Patrol family as it is for the Air Force family.

LETTER TO AIRMEN

Diversity

The strength of the Air Force comes from our people — and in large measure from our diversity. We join together from all walks of life to collectively serve our nation and its flag. Whether regular, Reserve, Guard or civilian, all of us take pride in our service, pledging that every action reflects our personal best. We also take pride in each other, bound through our common duty to perform the mission and perform it well.

Our motivations to serve are unique. But in joining the Air Force team, each of us commits to the Air Force core values of integrity first, service before self and excellence in all we do. It is from our collective obligation to these core values that the Total Force draws its greatest strength. We respect and embrace the diversity of our teammates — recognizing that all are important and all are valued. Our varied backgrounds and skill sets have prepared us to meet any challenge the Air Force may confront.

Across the service, we represent a broad range of diverse missions, family situations, ethnicities, faiths, races and educational backgrounds. Yet together, this rich tapestry forms the world's finest Air Force, drawn from the best talent that America has to offer. I am proud of the work you do on behalf of our great country.

Each of us brings a rich heritage, unique experience and compelling personal story — and we are proud of that diversity. As we join together in public service, I encourage you to learn from each other and draw from the unique strengths that your teammates bring to our service and the nation.

The Air Force continues to fly, fight and win in air, space and cyberspace with some of the most sophisticated equipment known to humankind, but it is you — America's airmen and civilians — who are the Air Force's heart and soul. Thank you for all that you and your families do and for your continuing support in leveraging the vast scope of our diverse backgrounds to ensure we remain the world's finest Air Force.

— Secretary of the Air Force Michael B. Donley

Semper Vigilans!

A handwritten signature in black ink that reads "Amy Courter".

Maj. Gen. Amy S. Courter
CAP National Commander

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As a key partner in Wreaths Across America, Civil Air Patrol annually adorns memorials and veterans' graves with evergreen wreaths to ensure the sacrifices of our nation's soldiers are never forgotten.



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Today, one of the most important aspects of Civil Air Patrol is our member data. It plays a major role in all of our mission areas. NHQ conducted a two-year study to find out what the best industry practices are when it comes to managing member data. CAP's membership data will now be getting a technology makeover. Over the next several months, CAP will be transitioning its member database to Personify from TMA Resources, a leader in association management software. Given the size of the membership databases and the national scope of the organization, this is an important move that will position the CAP for success in the future.

Up until now our membership information has been developed on an as-needed basis in a variety of formats. The resulting multiple databases were a challenge to keep current, as a change in one database set off a ripple effect requiring changes in others. This new system will house our information at the strategic level instead of at the tactical level, which will allow for maximum flexibility.

This past July, we began moving forward with Personify after receiving the proper approvals from the National Board, U.S. Air Force, and the Board of Governors. CAP will employ this cutting-edge technology to centralize CAP member records, yielding a 360-degree view of members and their information. It will enable us to have true history of each member, their attendance at meetings, duty positions and optional educational and professional background. It will allow us to integrate membership data with financial records, allowing for accurate budgeting and membership totals. It will streamline and simplify renewals as well as provide the ability to interface with Microsoft Outlook and make updates in real time.

All this and more will provide exceptional service to members, build value into every member interaction, use staff time more efficiently and make for an even better CAP.

Don Rowland

A handwritten signature in black ink that reads "Don Rowland". The signature is fluid and cursive, written over a light gray rectangular background.

Executive Director

Hot Air Ballooning

CAP Is More Than Powered Flight and Gliders

By Maj. Steven Solomon

Civil Air Patrol is very much about flying. CAP is known for having one of the largest fleets of single-engine piston aircraft in the world and a glider program that features 38 operating locations with 62 gliders. But how many members know about CAP ballooning?

Records show about two dozen CAP members fly hot air balloons, including:

- a lieutenant colonel in New Jersey who has a licensed Federal Aviation Administration balloonport in his backyard;
- a captain in Virginia who gives commercial balloon rides;
- a second lieutenant in Pennsylvania who flies balloons for RE/MAX;
- a first lieutenant in Nevada who has more than 500 hours' balloon time; and
- a married couple — a major and a captain in Colorado — who own their own balloon and recently welcomed into their squadron a new senior member who owns a commercial balloon ride business.



The Civil Air Patrol hot air balloon takes off during the Johnson Flight Academy, one of three ballooning instruction schools for cadets.

Photo courtesy of Johnson Flight Academy



From left, Cadet Airman 1st Class Rachael Gallant of Indiana, Cadet 2nd Lt. Hannah Gottschalk of Illinois and Cadet Tech. Sgt. Sierra McGinness of Indiana work on a balloon ground school problem.

reign of the aircraft.

“In reality we have not had a true free-flight solo in many years,” said Werner, who teaches the cadets alongside Capt. Susan Louck, who holds a hot air balloon rating and owns a balloon with her husband, a CAP lieutenant colonel. “What we have substituted instead is what we call a tethered (fastened or confined) solo.”

“So far I have gone up in a balloon three times,” said Cadet Tech. Sgt. Sierra

McGinness of the Indiana Wing. “The last was the greatest. We went up 1,100 feet. The silence is very extreme. Most people think controlling a balloon is easy. I did, too, at first.”

At the academy, cadets are taken through all phases of ground school and flight instruction, such as micrometeorology, which is required to obtain an endorsement for solo flight in a hot air balloon. While a tethered balloon solo is not an official FAA-approved category, cadets usually reach a point where they are allowed to fly the aircraft on their own while being tethered to the

So, You Want to Learn to Fly a Balloon

The Illinois Wing holds a weeklong encampment, the Johnson Flight Academy, every year at the beginning of June in Mattoon, Ill., where hot air ballooning is one of three areas of instruction offered to cadets.

“It provides an alternative to what people would normally consider CAP and aviation-type activities, like fixed-wing and gliders,” said Illinois Wing Capt. Wayne Werner, the academy’s balloon instructor.

A computer-based instructor under contract with the FAA in the Chicago Air Traffic Control Center, Werner explained that, because balloon flight is extremely dependent on fair weather, he seldom has time to reach the level of experience and trust required to allow 14- to 18-year-old cadets free

ground.

“It uses an entirely different way of moving, which I think is cool,” said Cadet Tech. Sgt. Ken Michalek

“It provides an alternative to what people would normally consider CAP and aviation-type activities, like fixed-wing and gliders.”

— Capt. Wayne Werner,
Johnson Flight Academy balloon instructor

of the Illinois Wing. “I also like ballooning more because it gives you a better view of the ground as you’re flying. And it is more fun to fly than other aircraft, in my opinion.”

Who’s Who in CAP Ballooning

Elsewhere, Lt. Col. Wayne Fox keeps his balloon, “Sunshine One,” at his backyard FAA-licensed balloonport in Belle Mead, N.J. He began ballooning in 1981 after he saw two balloons floating near his office. His instructor was Bob Wallagunda, one of the first licensed balloon pilots in the country.

Capt. Craig Korsgard owns his own balloon in Virginia, and, when he is not working as a 767 captain for United Airlines, he flies it about 20 times a year. “I have taken a senior member with me in the balloon,” he said. “We are planning to do a tether this year for the cadets.”

Second Lt. Rich Lanning of Lansdale, Pa., who flies part-time for RE/MAX, keeps a balloon in the company van parked in his driveway. A retired Navy officer who used to helm a submarine, Lanning noted that RE/MAX has the world’s largest balloon fleet, now close to 100. “Yes, those RE/MAX balloons are real,” Lanning said. “It is interesting to hear so many people talk about their fear of heights or fear of flying, but once up in the balloon they seem to lose that fear.”

First Lt. Douglas Taggart, a professional photographer and public affairs officer for the Nevada Wing’s Tahoe-Truckee Composite Squadron, started ballooning in 1984. Taggart said he has a lot of pictures of his balloon, which is pale blue with white, yellow, orange and red inserts. “Folks always say balloons can go only one way, with the wind, but I tell them flying a balloon is just like three-dimensional sailing.”

Last October, married CAP officers in Colorado — Maj. Susan Barnosky and Capt. Joseph Barnosky — offered

tethered demonstration flights for senior members and cadets in their squadron and also briefed attendees about propane safety in general. “We have used our balloon as a demo for cadet aerospace education PowerPoint lectures on balloon flight,” said Joseph Barnosky, an airline pilot and former Navy aviator. “We fly from home about once or twice a month, weather permitting, and more during the summer and fall festival season, when we try to participate in as many weekend balloon events throughout the Rocky Mountain area and southwest U.S. as our schedules allow.”

The Lure of Balloon Flight

But it is cadets who best sum up the future of CAP ballooning. According to Cadet 2nd Lt. Hannah Gottschalk, who comes from a suburb northwest of Chicago and has been to the Johnson Flight Academy three times, “Although half the fun takes place on the ground, in my opinion ballooning is one of the most exciting forms of aviation. When you’re in a balloon, you don’t quite know where you are going to land. It can be very spontaneous.” ▲



Cadet Tech. Sgt. Ken Michalek, 15; Cadet Tech. Sgt. Sierra McGinness, 14; Cadet 2nd Lt. Hannah Gottschalk, 17; and Cadet Airman 1st Class Rachael Gallant, 19, work together to pack up the panels of the balloon envelope after practicing controlled ascents and descents while tethered.

Photo by Maj. Steven Solomon, Southeast Region

Malachowski's Magic

Former cadet leads the way for WASP recognition

By Howard Manire

Since U.S. Air Force Maj. Nicole Malachowski is the first female Thunderbird, an inductee to the Women in Aviation Pioneers Hall of Fame and a member of the White House Fellows Program — not to mention a former Civil Air Patrol cadet — it is not uncommon to hear her name in national and international news.

Motivated by a group of women who inspired her all her life — Women Air Force Service Pilots (WASP) — Malachowski recently grabbed headlines again, this time fighting to pass legislation honoring the WASP. In that effort she partnered with mother and daughter Deanie and Nancy Parish of Wings Across America and U.S. Sen. Kay Bailey Hutchison, R-Texas. After four months of research, six months of campaigning out of uniform and even drafting the bill herself, Malachowski was present to see President Barack Obama sign Public Law 111-40 on July 1. The legislation awards WASP the Congressional Gold Medal for their heroic service.

“The Women Air Force Service Pilots courageously answered their country’s call in a time of need while blazing a trail for the brave women who have given and continue to give so much in service to this nation since,” said Obama. “Every American should be grateful for their service, and I am honored to sign this bill to finally give them some of the hard-earned recognition they deserve.”

One of the honorees, Deanie Parish, both a WASP and former CAP member, put the bill in perspective: “It’s not the actual medal that is important. ... To let the young people know about the important values of integrity, honor and patriotism that the WASP stood for, that’s what is important.

“It is very fitting that the first female Thunderbird would be at the forefront working to secure recognition for the first



Flanking President Barack Obama are, left, Bernice Falk Haydu and Elaine Danforth Harmon, and, right, Lorraine H. Rodgers, Rep. Lleana Ros-Lehtinen, R-Fla., and Maj. Nicole Malachowski. Behind President Obama are active-duty U.S. Air Force pilots.

Photo courtesy of Pete Souza, Office of the White House

female pilots to fly military aircraft,” said Parish.

“After all,” Malachowski added, “it was because of the WASP that I was able to fulfill my dream. I was in a unique position with a unique opportunity to champion the cause, so that finally a rich chapter of American history will be added into the books.

“The message to all young Americans is that it’s great to have a dream; it’s great to have goals,” she said. “Pursue something that you are passionate about, and then pursue excellence in that. And surround yourself with a positive team.” ▲

About the WASP

The WASP were an all-female force, 1,078 strong, who flew more than 60 million miles stateside during World War II to relieve their male counterparts of those duties. Stationed at 120 different air bases all over the U.S., WASP were responsible for testing new planes, ferrying aircraft from manufacturing facilities to military bases and towing targets for live anti-aircraft artillery training and practices. Although these women were volunteers and not military service personnel, very often they put themselves in harm’s way. Thirty-eight, in fact, gave the ultimate sacrifice in service to their country. Documents about these women — whom Malachowski calls “pioneers, trailblazers and catalysts for revolutionary reform” — were sealed and classified top secret after World War II. Until now, the WASP received little recognition.





Journey of a

Exchange program gives CAP cadets the world

By Kimberly L. Wright

Life is a journey, filled with excitement and surprises. For 57 Civil Air Patrol cadets and 14 senior members, their life journeys this summer took them across borders, where they expanded their horizons, built a greater understanding of other cultures and enriched their lives. It's an experience they aren't likely to forget.

The International Air Cadet Exchange gave CAP cadets and escorts, as well as their counterparts from around the world, the opportunity to become unofficial ambassadors for two weeks, visiting participating countries and promoting international friendship and understanding through a common focus on aviation. Cadets visited Australia, Belgium, Canada, France, Germany, Hong Kong, Japan, the Netherlands, New Zealand, Turkey and the United Kingdom.

The yearly exchange is organized by the International Air Cadet Exchange Association in partnership with a host of 21 organizations across the globe.

For more than 60 years, the exchange has broadened the horizons of countless young people, both those who venture afar and those in the U.S. who serve as hosts.

CAP members influenced by IACE have included

astronaut Eric Boe, who participated in U.S. activities as a cadet alongside foreign youth visiting the Georgia Wing.

"It was good exposure to see people from other countries, and now I'm working on the International Space Station," he said. "I was stationed in the Philippines in the military, and with NASA I was in Russia for a year with my family. That initial IACE experience gave me a flavor for the international experiences that I have had so far."

A blend of old and new

No matter their destination, CAP cadets were sure to encounter a pleasing blend of fun and historically significant sites and activities.

The cadets bound for European countries started their journey in Washington, D.C., spending time learning about the U.S. before heading off to their international destinations. Those going to Pacific Rim countries spent a day in San Francisco before embarking.

Cadets chosen to represent CAP in Hong Kong visited a variety of sites. Among them were Victoria Peak, the highest mountain on Hong Kong Island,



lifetime

offering spectacular views over central Hong Kong and the harbor; Ping Shan Tang Clan Gallery, a heritage site first settled in the 12th century, full of ancient structures; Chi Lin Nunnery, a large Buddhist temple complex; and various destinations in mainland China. Aviation activities included a visit to Hong Kong Aircraft Engineering Co. Ltd. at Hong Kong International Airport.

Cadets visiting Japan toured sites in Tokyo, Hokkaido and Sapporo City, as well as Tokyo Disney Resort, the National Museum in Tokyo and the National Diet of Japan, the nation's legislative body. Aviation activities included visiting Sky Friends in Hokkaido and an air base and museum in Tokorozawa.

Those who ventured north of the U.S. border into Canada took in the sights of Toronto, Ottawa, Quebec City and Montreal. Their aviation activities included a tour of the Canadian Space Agency and helicopter familiarization

CAP cadets glimpsed spectacular views, such as the Hong Kong night skyline as seen from Victoria Peak, during their sojourns as part of the International Air Cadet Exchange program. Participants take part in a blend of aviation, cultural and tourist activities as they build bridges with other cultures through a common interest in aviation.

Photo by Samuel Louie, Wikipedia

flights with the 430 Squadron in Valcartier.

Texas Wing Cadet Lt. Col. Parth Patel said his trip to Canada was an adventure of a lifetime. "Our group toured cities, visited museums, flew in a helicopter and a plane, met new people, and best of all, we had fun!" he said. "I now realize this is the reward from the hard work and commitment I have put into CAP."

New Jersey Wing Cadet Lt. Col. Emily Greiner described her visit to New Zealand as amazing. "I have never seen scenery as gorgeous as this," she said. "No picture really does it justice." Dining Maori-style and sleeping in a *marae*, a sacred open meeting area for New Zealand's native Maori, were among her favorite memories.

American welcome

In addition to the 71 CAP participants traveling abroad, CAP wings hosted about 70 individuals from 11 countries. Host wings included California, Florida, Georgia, Kansas, Louisiana, Maryland, Montana, Oklahoma, South Carolina, Texas and Wisconsin.



Photo by Cadet Sgt. Daniel Murphy, IACE cadet from the U.K.

Royal Canadian Air Cadet Warrant Officer 1st Class Nathan Palmer prepares for flight in a Civil Air Patrol Cessna 182. He earned his private pilot's license in the Canadian cadet program.

The international cadets first traveled to Washington, D.C., before proceeding on to the host states, where they were accompanied on various activities by CAP cadets and senior members.

Plentiful activities for the guests included a blend of colorful local attractions as well as aviation-related sites. Nine international

guests went to Florida — eight cadets and one escort representing Canada, England and Hong Kong. They snorkeled at John Pennekamp Coral Reef State Park in the Florida Keys and toured Key Largo and the Kennedy Space Center, among other activities.

Cadet Warrant Officer 1st Class Theresa Hanna from Canada said, “I was so excited to be assigned to Florida. The day after we arrived here we got to see some alligators when they took us to the Everglades!”

The Maryland Wing’s guests enjoyed a tour of the U.S. Naval Academy in Annapolis, orientation flights aboard Black Hawk helicopters at Warfield Air National Guard Base and the sights of bustling Baltimore.

The international cadets returned to Washington before returning home. During their second visit to D.C., they gave presentations about their stay in the



IACE cadets visited a nontraditional Maori marae at Te Papa Museum in Wellington, New Zealand. Seventy-one CAP members visited spots all over the globe as part of the exchange program.

host states. ▲

First Lt. Jackie Zarrilli of the Florida Wing contributed to this story.

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The lesson from Cadet Officer School

Leaders never stop learning

By Kristi Carr

An intensely academic program, Cadet Officer School required attendance at lectures and seminars, advance reading and journal writing. Listening intently to a lecture are Massachusetts Wing Cadet Capt. Anthony Scicchitano, front; North Carolina Wing Cadet Capt. Daniel Kong, second row left; and Colorado Wing Cadet Maj. Dillon Garvin, second row right, amid a sea of cadets who came from around the country to attend Cadet Officer School in Alabama.

Cadet Officer School just might turn upside down and inside out some preconceptions cadets attending the school have about leadership.

“In certain circumstances and at certain times, everybody is a leader,” declared Lt. Col. Michael R. Foster, activity director for this summer cadet program.

“You never get away from being a leader, whether you’re the official leader or not,” he explained, noting that a parent might be a leader for the family or that, in a crisis situation, an unlikely leader might step forward.

So, when 119 CAP cadets, ages 16-20, descended on Maxwell Air Force Base, Ala., in July — each with visions of calling the shots — what was the approach to this all-chiefs, no-Indians scenario?

For the staff, the answer was the COS curriculum.

The teachers

During the 10 days the cadets spent at Maxwell, they were treated to some of the best relevant Air Force and CAP expertise via a series of lectures on leadership, critical and strategic thinking, creativity, psychology, communication and knowledge about the evolution of air and space power.

This year COS was a guest at Maxwell’s Air University. “Considered the intellectual and leadership center of the Air Force, Maxwell is the perfect venue,” said Foster. “We could take advantage of the same instructors who present similar material to the men and women of the Air Force.” In fact, professional military education is the model for the COS program.

The classes

It was assumed the cadets already had experience in leading small teams, but COS classes took them to a higher strategic level of leadership in which they learned how to lead multiple teams, manage complex tasks and set mid- to long-range goals.

Critical thinking was one of the cadets’

first classes. “We wanted to make sure the cadets knew the difference between criticizing and thinking critically,” said Foster. “Critical thinking means making objective judgments, based on careful reasoning. It’s a skill that’s key for any leader.”

In one lesson about responsibility, cadets were encouraged to get an early start on reading about the 1994 Fairchild Air Force Base, Wash., incident, where a B-52 crashed, killing all aboard. The incident was later dissected in seminar discussion. Others had exhaustively studied this event, concluding it could have been prevented if different decisions, some from as much as three years earlier, had been made. Before those findings were revealed, however, cadets had to come up with



Photos by Susan Robertson, CAP National Headquarters

At the Project X course, cadets put their leadership and teamwork skills to the test to overcome physical challenges. Here they were given three boards of various lengths to use to get the entire team across a water hazard peppered with widely spaced “stepping stones.” From bottom, Cadet 2nd Lts. John Poitras of the New Mexico Wing, Andrew Domsic of the Michigan Wing and Daniel Patenaude of the Connecticut Wing work to navigate the hazard.

their own conclusions.

Cadets were further challenged in their understanding of leadership on Maxwell's Project X course. To overcome physical obstacles, it became apparent a team approach would be needed for success. Foster said, "A team brings different strengths and weaknesses. Sometimes you have to understand you're going to have to be a follower."

An academic course with practical applications, COS probed subjects such as motivation, stress, character and accountability. Cadets were given advance reading assignments, and following lectures by guest speakers, they met in seminars with their instructors to review and discuss what they'd heard. Then they were presented with problems that called for pragmatic applications of their knowledge. Each day the cadets were required to pull together their thoughts from the lectures, seminars and problem-solving exercises into written journals — a nod to the diaries of military greats such as Patton, Eisenhower and Marshall.

"Our aim," said Foster, "was to tie one block of instruction to all other areas of instruction."

The students

From their first day at COS, cadets were subjects in a "leadership laboratory," Foster explained, as the staff continually assessed each of them. "Did they build on the group's individual strengths or weaknesses?" asked Foster. "Or were they just there for themselves?"

Each cadet was expected to use time at COS to develop a personal leadership philosophy, expressed in a speech at the close of the school. Meanwhile, instructors met with them to discuss differences they'd noted between the start and end of the course.

"COS is meant to bridge the gap," said Foster, "between where you are now as a cadet and where you want to be in the future, whether that's in the



"Cadet Officer School has helped me hone my own leadership skills so I can determine areas where I am strong and areas where I am weak. It's given me a new perspective on how many different ways you can lead and a huge edge in confidence." — Cadet Capt. Mychal Weekes, New York Wing, an incoming college freshman on a full Air Force ROTC scholarship, majoring in physics and aviation sciences



"I'm glad I came to Cadet Officer School. I've learned that rank doesn't determine leadership. It's really about your personal responsibility and your capabilities." — Cadet 1st Lt. Lexi Churchill, Tennessee Wing, soon to enlist in the U.S. Navy as a combat medic



"Cadet Officer School, with all its reading and writing assignments, has taught me the importance of time management. I need to complete my own goals before I can help others complete theirs." — Cadet 2nd Lt. DeEstan Turner, Washington Wing, a high school senior considering West Point and the Air Force Academy

Air Force or other military organization, a company or a profession."

One of the lecturers, Capt. Mickey Jordan, who has served the Air Force in 12 different countries and deployed to support four major combat operations, said, "COS is our opportunity to see the absolute best in leadership from the next generation. More than 95 percent of our students indicated they want to serve in the military or government, and there's no doubt the cadets we met at COS will soon be on the distinguished graduates lists of all our service academies and ROTC programs."

Regardless of where a cadet is headed, Foster said he hopes COS has driven home the single most important quality for leadership — never stop learning. In fact, he described that premise as the "whole reason for going to COS." That philosophy was echoed in the motto from Michelangelo used for this year's class: *Ancora Imparo* — "I am still learning." ▲

Glide to fly

CAP's glider program expands flight opportunities for cadets

By Scott Lausman

What CAP activity is “very exciting” yet “really quiet?” Cadet Senior Airman Joshua Grant of the New Hampshire Wing knows, because that’s how he describes flying in a glider.

Once confined to the continental West, Civil Air Patrol’s glider program is on an upward trajectory and is now in more than 30 states coast-to-coast, plus Alaska and Hawaii.

From CAP and cadet perspectives, there’s a lot to love about gliders.

To begin with, glider flights cost significantly less than powered flights. Depending on the part of the country, the cost for obtaining a glider license can be roughly one-fourth to one-half that for powered flight.

Cadets like the minimum age requirement for glider pilots — 16 — compared with 17 for obtaining a private pilot’s license for powered flight.

Plus, gliding offers “a purer form of flying,” said Lt. Col. Phil Jones, glider flight instructor for the Pennsylvania Wing’s Hilltown Senior Squadron 251. “It’s the greatest way to teach ‘stick and rudder’ skills to young pilots. It’s you, nature and your ability to keep the plane in the air.”

Cadets interested in getting glider experience can choose from local or regional CAP encampments or the weeklong

National Glider Flight Academy, which offers both basic and advanced programs. Instruction includes ground activities, such as attaching the tow rope between the plane and glider, maneuvering the glider onto runways and taxiways, performing wing-runner duties, conducting preflight checks and retiring the aircraft for the night. In the air, cadets learn takeoff, landing and emergency maneuvers.

Lt. Col. William J. Crielly, national director for CAP’s glider program, sees gliders as an important part of CAP’s aerospace instruction. “Relative to power planes, gliders are much less expensive to operate but teach pilots to be far more meticulous in their flying skills and judgment. Gliders are a fantastic way to enter the world of aviation.” ▲

Kimberly Barnhart contributed to this story.



Photo courtesy of Dale Gerhard, Press of Atlantic City

In addition to the freedom of flight gliders provide, the view is spectacular! This glider soars over a section of Woodbine, N.J. As Capt. Paul Finestone of Hilltown Senior Squadron 251, coordinator for the Pennsylvania Wing’s glider program, says, “For those who earn their wings, glider flying instills responsibility and a sense of accomplishment like nothing else on earth.”

Photo by Maj. Douglas Lundgren, Maryland Wing



Cadet Master Sgt. Rachel Petra of the Maryland Wing enjoys the tow and waits for release above Frederick Municipal Airport on her first glider orientation flight.

Maryland Wing Cadet Senior Airman Arvind Srinivasan displays the card he will show the pilot of the towing plane. The '1' indicates to the pilot that this is the cadet's first glider orientation flight, which, in turn, tells the pilot which flight syllabus should be followed.



Photo by Cadet Senior Master Sgt. Aaron Hull, Maryland Wing

A New Jersey Wing cadet brings a glider in for a landing at Woodbine Municipal Airport. With gliders, there is only one chance to land. Novice flyers are always accompanied by a CAP volunteer who is a licensed glider pilot.



Photo courtesy of Dale Gerhard, Press of Atlantic City



Photo courtesy of Tony Landis, NASA

According to one of the founders of a glider encampment in the Tehachapi Mountains of southern California, Lt. Col. Mark Dickerson, "Everyone who wants to fly should have the opportunity." Never far from flight himself, the Air Force retiree is currently working for NASA's most prestigious research and development facility, Dryden Flight Research Center at Edwards Air Force Base.

Photo by 1st Lt. Stacey Bowen, Maryland Wing



It may not seem so from the air, but on the ground glider flying is a team sport. It takes several members to move an aircraft into position at this summer's Maryland Wing Aerospace Academy.

Flight Training Participants



Photos by Susan Robertson, CAP National Headquarters

Cadet Capt. Alice Chan of the Maryland Wing takes a seat in the T-1A simulator mockup.

Mentored by Former CAP Cadets and U.S. Air Force Student Pilots

By Maj. Steven Solomon

Civil Air Patrol cadets don't usually run into former cadets when they visit an Air Force base. But for the 25 who participated in CAP's annual Specialized Undergraduate Pilot Training Familiarization Course held recently at Laughlin Air Force Base, Texas, the connection achieved new heights.

"CAP gave me an invaluable opportunity to develop my interest in aviation and encouraged me to pursue a career as an Air Force officer," said 2nd Lt. James Carfagno III, a former cadet in the Arkansas Wing who attended SUPT-FC

in 2005 and later graduated from the U.S. Air Force Academy. He is now a student pilot at the base.

Cadets who attend SUPT-FC are not obligated to join the military, but they often say their tour of Laughlin helped better prepare them for an Air Force career. Like Carfagno, approximately 10 percent of the Air Force Academy cadet corps got their start in CAP.

Carfagno wasn't the only former CAP cadet to talk to this year's SUPT-FC participants.

"If I hadn't joined CAP there's absolutely no way I'd be here today," said Air Force Maj. Chris Lachance, an instructor pilot with D Flight in the 85th Fighter Training Squadron at Laughlin. "That was what started the ball rolling," the former cadet first lieutenant of the Massachusetts Wing told the cadets, who came from more than a dozen states.

Also, Air Force 2nd Lt. Heather Pinsky, a New Jersey Wing senior member and an airman in T-6 training at Laughlin, stopped by to talk to the cadets. After she graduated from the Air Force Academy last May she became an instructor pilot at New Jersey's glider encampment, and one of her students there was a SUPT-FC cadet this year.

These instructors joined a host of others to create an academically intense learning environment designed to introduce the cadets to Air Force flight training and, for those aspiring to be military pilots, a head start on their careers. The course positioned CAP cadets side-by-side with Air Force student pilots. They received briefings on the mission and operations of a flight-training wing as well as instruction from Air Force Reserve Maj. Brian Trenholm and CAP Maj. Steve Esh on jet engines, aerodynamics, energy management, visual and instrument flight planning, aircraft operation limits and aerospace physiology.

The cadets also were given orientation flights in the T-1A

Jayhawk, the medium-range, twin-engine jet trainer used in the advanced phase of specialized undergraduate pilot training for students selected to fly the airlift-tanker-bomber track. It is also used to support navigator training for the Air Force, Navy, Marine Corps and international services. The T-6A Texan II and T-38 simulators were an integral part of the training as well.

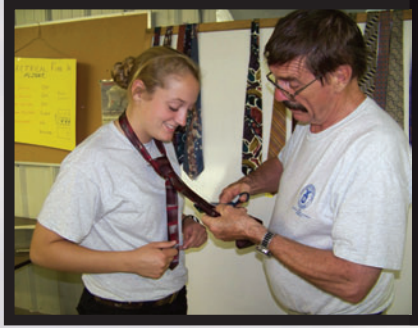
"The best part about the simulators was there was an expert to coach us," said Cadet Capt. Alice Chan of the Maryland Wing. "With the T-1 flight, it was great because the pilots running it made it that way. Everyone was knowledgeable and more than willing to answer questions."

"I liked the simulators for the opportunity to try my hand at the actual flying that would be part of SUPT," added Texas Wing Cadet Col. Nathan Carey. "I liked the T-1, because it let me observe what the training sorties are like, and it gave me a more favorable impression of flying heavies."

Co-directors of the activity were Lt. Col. Andy Applegate, Air Force Reserve liaison to CAP's Arkansas Wing, and CAP Maj. Joe Winter, director of cadet wing programs for the Maryland Wing. ▲



Colorado Wing Cadet Staff Sgt. Cody Colyer poses for a hero shot in front of a T-38 jet trainer parked on the flight line.



In honor of her solo flight, Wisconsin Wing Cadet Capt. Hannah Wiesneski undergoes the tie-clipping ritual at the hands of her flight instructor, Capt. John Thompson, at the Great Lakes Region's National Flight Academy at Wittman Regional Airport in Oshkosh, Wis. Wiesneski was one of seven cadets who became proficient enough to solo during the powered flight academy.

Courses, Events



Missouri Wing Cadet 2nd Lt. Daniel Caron unmarks the N-number on a new CAP Cessna182 aircraft fresh out of the paint shop. At the Aircraft Manufacturing and Maintenance Academy in Independence, Kan., cadets and senior members from nine CAP wings worked side-by-side with Cessna Aircraft employees on the production floor at the company's manufacturing facility.



Lt. Col. John Davidson gives cadets a guided tour of a T-6 static display at the Specialized Undergraduate Pilot Training Familiarization Course at Columbus Air Force Base, Miss. Offering a head start to aspiring military aviators, this one-week, academically intense course is designed to give CAP cadets an introduction to Air Force flight training. Participants learned alongside U.S. Air Force student pilots and received a behind-the-scenes tour of the base's facilities.



Make Summer Special

Cadets sketch out aerodynamically sound creations during the Engineering Technology Academy at Auburn University in Alabama. Academy-goers were introduced to several engineering disciplines by completing hands-on projects and learning from professors and researchers at this leading engineering university.



Photo by 1st Lt. Dawn Weaver, New Mexico Wing

Cadet Tech. Sgt. Andre Exilien of the Florida Wing takes a seat in the cockpit during the North Central Region's National Flight Academy, which provided cadets opportunities to take to the skies above Camp Ashland, Neb.

Photo by 1st Lt. Daren Jaeger, Kansas Wing



Michigan Wing Capt. Jay Jondro, inset, the first to receive his beret this year at the National Blue Beret in Oshkosh, Wis., is saluted during the ceremony by the cadets of Alpha Flight, which adopted him as its second tactical air command officer. For about 100 Civil Air Patrol cadets 16 and older, and selected senior members, the National Blue Beret offers the chance to work at one of the largest and most prestigious air shows in the world, the Experimental Aircraft Association's annual fly-in.

The BEST Meets the BEST

Northeast Region color guard,
Rocky Mountain Region drill team
take top honors at 2009
National Cadet Competition



By Capt. James Ridley Sr.

They came close the previous two years, but the third time was the charm for the Northeast Region's color guard, which — along with the Rocky Mountain Region drill team — got a chance to hoist the 3-foot U.S. Air Force Chief of Staff Sweepstakes Trophy in victory at Civil Air Patrol's 2009 National Cadet Competition in McMinnville, Ore.

The Northeast Region color guard champions, who hail from New York Wing's Academy Cadet Squadron in New York City, competed against teams from the seven other regions. Events included a uniform inspection, a mile run and both indoor and outdoor military drill routines, such as posting and retrieving the American flag. Cadets were also tested on their knowledge of customs, courtesies and Air Force and CAP history through a written exam and on their knowledge of aerospace through a panel quiz similar to TV's "Jeopardy."

Vice Chief of Staff of the U.S. Air Force Gen. William M. Fraser III was the guest of honor at the awards banquet, where the winners were announced

following four days of competition at Linfield College and Evergreen Air & Space Museum.

"The Northeast Region color guard took first in five categories," said then-Northeast Region Commander Col. Robert Diduch, "and No. 1 overall in the competition. We're very proud of them."

The Pacific Region color guard took home second-place honors, while the Southeast Region team finished third.

The National Cadet Competition, or NCC as it is known to cadets, is held each summer after teams compete at both the wing and region levels to earn the right to compete nationally. Some even begin the journey by competing in a group-level competition. Because it takes so much time and hard work just to get to NCC, the event is often billed as "the Best Meets the Best."

"Although champions have been chosen for this event, everyone involved in the competition is a winner," said CAP National Commander Maj. Gen. Amy S. Courter, who attended the competition and the awards banquet. "It takes intense dedication and

Cadet 1st Lt. Rae Niedfeldt, left, and Cadet Capt. Arielle Weeks, members of Civil Air Patrol's championship drill team, celebrate their team's first-place finish in the 2009 National Cadet Competition by posing in front of the 3-foot U.S. Air Force Chief of Staff Sweepstakes Trophy. The Utah Wing cadets and their teammates representing the Rocky Mountain Region took top honors during four days of competition at Linfield College and the Evergreen Air & Space Museum in McMinnville, Ore. The names of the championship drill team and the winning color guard, the Northeast Region team from the New York Wing, were placed on the trophy.



Photo by Capt. James Kalemis, Illinois Wing

Photo by Capt. James Kalemis, Illinois Wing



Cadet Maj. Cheston Newhall, front center, stands at attention with other cadets from CAP's Utah Wing drill team during the 2009 National Cadet Competition. After placing third in 2008, the group from CAP's Rocky Mountain Region took home top honors this year, giving Utah its first national drill team title in more than 50 years.

skill to reach the national competition. They should all be proud of their efforts.”

Every team competing in the NCC worked and practiced hard to get this far, and for 2009 at least, the Northeast Region color guard can lay claim to being the very best, as can the Rocky Mountain Region's drill team.

Made up of 14 cadets from the Utah Wing, the Rocky Mountain Region drill team won four of the seven contests, including the volleyball tournament, on its way to becoming the 2009 national drill team champion. It was the Utah Wing's first drill team national title since 1956.

The Middle East Region's drill team finished second; the



Photo by Capt. Michael Lee, New York Wing

Members of the New York Wing's winning color guard — clockwise, from left, Cadet Master Sgt. Zin Han, Cadet Senior Airman Jason Chan, Cadet Chief Master Sgt. Thomas Macrini and Cadet Staff Sgt. Albaro Pillco — compete during the outdoor practical event at the 2009 National Cadet Competition in McMinnville, Ore. The four young men are members of the Academy Cadet Squadron in New York City.

Southeast Region team was third.

Fraser, the honorary speaker at the awards banquet, arrived a day before the event and observed several activities in addition to talking to the cadets and their parents and taking the competition photo in front of Howard Hughes' famed Spruce Goose. "Gen. Fraser is the highest-level official we have ever had at the National Cadet Competition," said Lt. Col. Roger Middleton, director of NCC. "We were very proud to have him."

Members of the Air Force Junior ROTC from Federal Way, Wash., served as staff for NCC. "We were there to observe and learn about the Civil Air Patrol program, to seek more information about the color guards and drill teams and to help where we could," said Air Force Junior ROTC Cadet Chief

Master Sgt. Marie Gutierrez.

Like the New York Wing color guard, the number 3 was important to the Utah Wing drill team, too. In the 2008 competition, the team finished third nationally. Cadet Maj. Cheston Newhall, who served as commander of the 2008 drill team, wasn't going to settle for third again. He began working the team in August of last year — five months earlier than usual — in preparation for the 2009 competition.

Team members met nearly every weekend for more than 10 months at the CAP hangar at Salt Lake City International Airport for training sessions. They practiced marching, exercised for the physical fitness challenges and studied for the written test and panel quiz. "Everyone knew we were serious about it," said Newhall. "You saw people sacrificing for the team."



Photo by Capt. James Kalamis, Illinois Wing

The more than 150 youth participating in Civil Air Patrol's 2009 National Cadet Competition line up in formation for a photo with CAP National Commander Maj. Gen. Amy S. Courter, front right, and other dignitaries inside the Evergreen Air & Space Museum in McMinnville, Ore. Behind the cadets is Howard Hughes' Spruce Goose, a prototype heavy transport World War II-era aircraft that is the museum's centerpiece.



Cadet Staff Sgt. Frank Albrecht, left, and Cadet Senior Master Sgt. Reuben Miller, both members of the North Central Region color guard, confer during the panel quiz portion of the National Cadet Competition. The panel quiz tested the cadets' knowledge of aviation with a game similar to "Jeopardy."

Everybody put drill team first."

Cadet Capt. Arielle Weeks said the weekend sessions were well worth the effort. "Every week brought a new challenge to the team," she said. "We knew that was the level of commitment it was going to take to win. We did it right." ▲

Capt. James Kalemis of CAP's Great Lakes Region, public affairs officer for the 2009 National Cadet Competition, and Natalie Dicou of The Salt Lake City Tribune contributed to this report.

NCC sponsors

- Evergreen Aviation & Space Museum
- Linfield College
- Cessna
- Sprint
- Oregon National Guard
- McMinnville Fire Department

Cadet 2nd Lt. Joshua Davidson, left, stands at attention while U.S. Air Force Senior Airman Eddie Moses inspects his uniform during the 2009 National Cadet Competition. Davidson commanded the Southeast Region drill team, which finished third in the competition.

Members of the winning NCC teams:

Northeast Region Color Guard

NEW YORK

- Cadet Senior Master Sgt. Thomas Macrini, Academy Cadet Squadron
- Cadet Master Sgt. Zin Han, Academy Cadet Squadron
- Cadet Staff Sgt. Albaro Pillco, Academy Cadet Squadron
- Cadet Senior Airman Jason Chan, Academy Cadet Squadron

Rocky Mountain Region Drill Team

UTAH

- Cadet Maj. Cheston Newhall, Thunderbird Composite Squadron
- Cadet Capt. Sean Carlisi, Weber Minuteman Composite Squadron
- Cadet Capt. Cole Christensen, Thunderbird Composite Squadron
- Cadet Capt. Brayden Mickelson, Cache Valley Composite Squadron
- Cadet Capt. Arielle Weeks, Thunderbird Composite Squadron
- Cadet 1st Lt. Cassie Carlisi, Weber Minuteman Composite Squadron
- Cadet 1st Lt. Rae Niedfeldt, Phantom Cadet Squadron
- Cadet 2nd Lt. Grant Taylor, Blackhawk Cadet Squadron
- Cadet Chief Master Sgt. Jared Healey, Phantom Cadet Squadron
- Cadet Chief Master Sgt. Zach Hopkins, Cache Valley Composite Squadron
- Cadet Chief Master Sgt. Stefani Lewis, Cache Valley Composite Squadron
- Cadet Senior Master Sgt. Joseph Goldberg, Thunderbird Composite Squadron
- Cadet Senior Master Sgt. Richard Luby, Phantom Cadet Squadron
- Cadet Master Sgt. McKelle Tobey, Cache Valley Composite Squadron



Honor Guard Academy builds character in cadets

Photos by Susan Robertson, CAP National Headquarters

A mix of Emily Post, American history and 'Just Say No'

By Kristi Carr

Lt. Cols. Jett Mayhew of Civil Air Patrol's national staff and Pat Gaylin of CAP's Middle East Region have been the Honor Guard Academy director and assistant director, respectively, for the past 10 years. They can tell you stories.

"Many times I've received phone calls from parents once the cadets are back home," said Mayhew. "What's going on?" they ask. "My teen is actually thanking me."

Like others before them, cadets who attended this summer's Honor Guard Academy were transformed by the experience.

The Honor Guard Academy uses four central areas of instruction — ceremonies and demonstrations, colors, funerals and drug demand reduction, or DDR. The goal is to give cadets the understanding and resources to establish or participate in honor guard in their local units.

Honor guard members are experts at conducting

CAP honor guards hold expertise in many areas, including proper use of the American flag. Honor Guard Academy participants learn the meaning of the flag's colors and protocol for displaying and destroying the flag.

Photos by Susan Robertson, CAP National Headquarters

various CAP ceremonies and in the proper use of American flags; they are knowledgeable about aerospace; they render service at civilian and military funerals; and they work to prevent illicit drug use. In addition to this training, they also learn about etiquette, escorting and protocol, said Capt. Grace Stapf of CAP's national staff and an academy staff member.

THE MOTIVATION

Ceremonies employing honor guards include wreath-laying, distinguished visitor escort, funeral protocol and change of command. In Mayhew's home-base area in and around Maryland, she has received CAP honor guard requests from the U.S. Army and Navy, the National

Security Agency and the U.S. Drug Enforcement Agency, in addition to the U.S. Air Force and CAP itself. While the academy was in session, requests were honored for presenting colors at an area youth conference, for a change of command ceremony for CAP's Middle East Region and for welcoming home troops arriving at Baltimore/Washington International Thurgood Marshall Airport from deployment in the Middle East.

"CAP honor guard members are really CAP ambassadors," said Mayhew. "The honor guards get us out into the community."

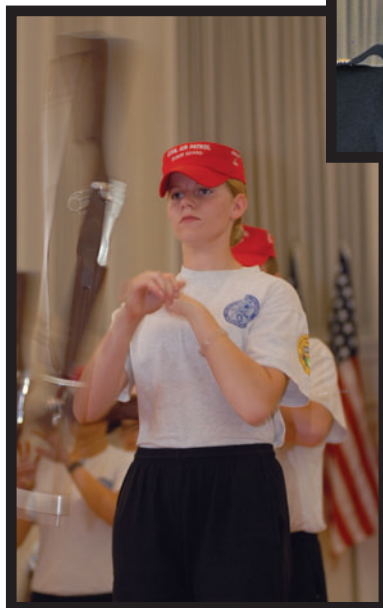
THE MOLDING OF CADETS

During two weeks on the campus of McDaniel College in Westminster, Md., cadets worked on prescribed movements for several ceremonial drills and prescribed exercises in team precision. They could be innovative, however, with rifle drills used in certain ceremonies. Occasionally, the military will adopt one or two rifle maneuvers from CAP, which is a great honor.

The segment on funerals is one of the cadets' favorites, said Mayhew. At the academy, cadets learned respectful ways to present themselves, to guard the casket and to assist families during a difficult time.

As part of the instruction in the colors element, cadets were taught the stories behind American symbols. They learned the meaning of the flag's colors — red for blood shed that we might be free, white for purity and blue for the unity of one nation. They also learned protocol for displaying and even destroying a U.S. flag.

Guest instructors included members of the presidential Air Force Honor Guard and renowned aviator and CAP Col. Mary Feik, whose name graces one of the cadet



Cadets can be innovative with rifle drills used in certain ceremonies. Here, Cadet Capt. Esther Rea of the Maryland Wing shows how it's done.

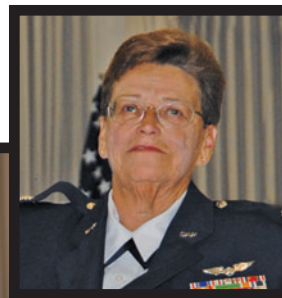
program's achievement awards. "She's a real celebrity to the kids," said Mayhew, "and they were sorry if they didn't earn the award and missed out on having her present it to them."

To emphasize the DDR program, cadets worked on skits addressing some of the drug and alcohol concerns members in CAP may face. They took the skits back to their local units to demonstrate the hazards of drug and alcohol abuse.

THE PROGRAM'S IMPACT

From Gaylin, who will be next year's Honor Guard Academy director, came this assessment: "I feel so good that I've done something to move these cadets ahead." She enjoyed seeing the metamorphosis of the cadets from "me, me, me to us, us, us," and summed up the impact, saying, "They leave us and go and do bigger and greater things."

Lt. Col. Meredith Phares of the Maryland Wing, one of the academy's assistant directors, offered a parent's



Lt. Col. Jett Mayhew

perspective. Her twins — Abraham and Rebekah — were in the original graduating class, having gone through all three years of the academy. Phares liked that "Honor Guard teaches cadets to do something just because it's the right thing." She

“CAP honor guard members are really CAP ambassadors. The honor guards get us out into the community.”

— Lt. Col. Jett Mayhew,
Director, Honor Guard Academy

noted how the Honor Guard Academy requires cadets to look out for one another, and she commented on how she'd seen the academy's value system of commitment, leadership, self-confidence, selflessness and teamwork transfer to her own children's lives. Her son is a first lieutenant in the Army, and her daughter is working on her master's degree.

Capt. Timothy Medeiros of the Florida Wing also attended three years of the Honor Guard Academy as a cadet. He returned as a senior member this year to help out with the program. For him, Honor Guard is personal. "Learning the funeral element at the Honor Guard Academy was my final farewell to my dad, who died when I was 10," he said. The academy's DDR component is also important to Medeiros, who serves the Southeast Region as DDR coordinator.



Honor guard members are often seen in the community performing an array of ceremonies, including wreath-laying, escorting distinguished visitors, funeral protocol and change of command.

"Another often unspoken benefit of the academy," he added, "is that it's a great place to make friends," noting he met two of his three best friends there. ▲

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COLLEGE OF BUSINESS



Business is in the air

Learning the business from the ground up, Cadets Chief Master Sgt. Jarrett L. McGinnes of the Indiana Wing, Staff Sgt. Kyle J. Dietz of the Colorado Wing, Senior Master Sgt. Matthew J. Brookshire of the Oregon Wing and 2nd Lt. Michael J. Thoennes of the Wisconsin Wing check out the hoist placement before engaging the lift at the Evergreen International Aviation support equipment repair shop.

By Kristi Carr

The Civil Air Patrol activity director for this summer's Aviation Business Academy at first excused the course, saying, "It's not that popular." But he followed that up with a zinger: "It's only for those cadets who want to make planeloads of money!"

If there is money in aviation, then the academy certainly chose the right backdrop — the Evergreen Aviation & Space Museum in McMinnville, Ore., home to the Spruce Goose, aircraft brainchild of famous aviator and mega-rich businessman Howard Hughes.

The road to success

The academy features a week designed to whet the appetites of junior executives. Straight from the mouths of Evergreen International Aviation managers, cadets

learned about the major issues in operating a worldwide business, including ways to measure progress; what goes into decisions to buy, sell or lease equipment; and how to address company finances, marketing, personnel, organization and culture.

After taking in highlights of aviation history through the museum's exhibits and dissecting how aircraft flight is controlled by operating radio-controlled models, cadets focused on this year's academy themes: leadership and ethics in business and "measure to manage," which covered ways to assess a business's growth.

A centerpiece in the academy's curriculum was Evergreen's morning management meetings. Cadets got a rare look at real-world business decisions as they were made by Evergreen executives, who oversee numerous



Equipment maintenance is essential in the aviation business, and there are special tools to do the job. Arizona Wing Cadet Chief Master Sgt. Jacqueline Shortridge operates the vehicle lift in Evergreen's support equipment repair shop.

A story of achievement

"It's really the only CAP activity of its kind," said Cadet 2nd Lt. Daniel Knox of CAP's Oregon Wing. "Because of the nature of the academy, where you are constantly interacting with corporate leaders, you are treated like an adult and expected to act like one."

Knox, who attended the academy in its first year, got quite a surprise on the last day. On the spot, Smith offered him and three other cadets jobs. Within only about three weeks from the last day of the Aviation Business Academy, Knox was working at Evergreen.

He currently works for Evergreen's ground handling company, EAGLE — an acronym for Evergreen Aviation Ground Logistics Enterprise. Part of a team, Knox is working on a training program for station managers. Somewhere he also squeezed in his first year at Portland Community College. Knox returned to the Aviation Business Academy this summer as its cadet commander, while also serving as a point person for Evergreen.

How would Knox sell the Aviation Business Academy to cadets considering attending? "Well, with the economy like it is, there's no better time than now to start equipping yourself to deal with it," he advised. ▲

companies under the Evergreen umbrella devoted to global air cargo, helicopters, aviation support services, aircraft maintenance, aircraft sales and leasing and Evergreen Supertanker services.

Cadets also used restored consoles from Vandenberg Air Force Base, Calif., to mimic the launch of a Titan II rocket, operated cargo hoists and worked with a variety of tools in Evergreen's support equipment shop. While operating unmanned aircraft consoles, they saw how small surveillance aircraft are controlled.

At the academy's culmination, attendees made a presentation to Delford M. Smith, Evergreen's founder and chief executive officer, on what they had learned during the week about business, ethics, leadership and teamwork. Smith asked the cadets to repeat their presentation, this time interjecting his own perspectives.



Photo courtesy of U.S. Air Force (Ret.) Col. William P. Rushing III

Evergreen's top management opened the doors to its weekly staff meetings to give cadets a glimpse into real-world aviation business. After a finance meeting, Evergreen's founder and chief executive officer, Delford M. Smith, took time to talk to the cadets.

Scholarship Opportunities for CAP Members

More than \$350,000 in scholarship opportunities are available for Civil Air Patrol cadets and senior members each year. Money is available for everything from helping students attend a college or vocational school to enabling cadets to earn a pilot's license.

Participating National Scholarship Partners are:

- Aircraft Owners and Pilots Association
- American Sentinel University
- Auburn University
- Clara Livingston (contact the Puerto Rico Wing for information)
- Dowling College of Aviation
- Norwich University
- Spartan College of Aeronautics and Technology
- The Order of Daedalians
- The Spatz Association

- Texas A&M University
- U.S. Air Force Academy
- United Services Automobile Association
- Contributing CAP members

The following criteria apply to all scholarships, unless noted otherwise in the various scholarship announcements on the scholarship Web pages:

1. Be a current CAP member;
2. Have earned the Gen. Billy Mitchell Award (cadets only);
3. Possess and maintain an academic and discipline standard acceptable to the school; and
4. Be enrolled in a full-time course of study during the academic year for which the scholarship is awarded.

Visit gocivilairpatrol.com for detailed eligibility rules and application instructions.



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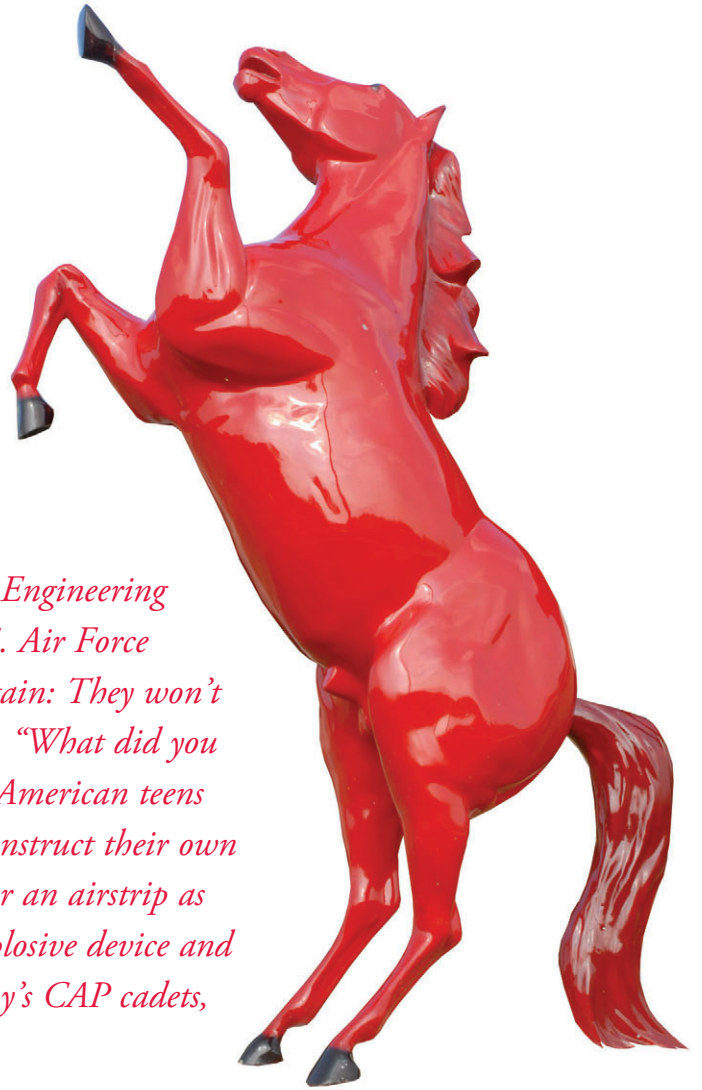
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Need it? Build it!

Civil Engineering Academy Teaches Cadets How to Run with the **RED HORSES**

By Kristi Carr



Cadets attending CAP's debut Air Force Civil Engineering Academy faced a week of challenges posed by U.S. Air Force instructors who expected results. One thing is certain: They won't have to struggle to answer the perennial question, "What did you do last summer?" It would be hard to find other American teens who learned how to set up their own billeting, construct their own water supply, operate heavy equipment and repair an airstrip as well as how to find and defuse an improvised explosive device and how to conduct a fire rescue. For the CE Academy's CAP cadets, it was all in a week's work.

Academy participants learned from the masters, the Air Force members of Detachment 1, 823rd RED HORSE Squadron at Tyndall Air Force Base in Florida. RED HORSE is an acronym for Rapid Engineering Deployable Heavy Operational Repair Squadron Engineers.

Made up of civil engineers and related construction and support personnel, RED HORSE squadrons are mobile, rapid responders who perform heavy damage

repair to restore critical Air Force facilities and utilities and who can quickly construct a base where there is none. Structured for wartime, they are the most heavily armed engineering squadron in the Air Force.

WILD HORSE

Participants were exposed to some "cool, gee-whiz" activities, Air Force-style. A mock convoy exercise was one of their favorites.

Air Force Chief Master Sgt. Michael Miller provided

the cadets with these exercise instructions: Leave your base by convoy. Travel through hostile territory to a nearby village, where you are to meet with a contractor to discuss building a school.

What he purposely omitted was that they would encounter protesters, who might turn violent.

When the cadet convoy of trucks and Humvees arrived at the village, the trap had been set — Air Force personnel had plans to box them in at both ends. But the cadets had ideas of their own. Leaving their vehicles on the road outside, they entered the village on foot. The “protesters,” in Arab dress, approached at first with signs — “Americans Go Home!” — but soon pulled out pretend rifles. Explosives filled the air with smoke and noise. The cadets responded with their own pretend rifles to hold off the protesters and escaped to their vehicles.

Later, at Miller’s debriefing, he complimented the CAP cadet leader, Cadet Capt. Timothy Lhota of the

“I hope this will be the activity every cadet will want to attend.”

— CAP National Vice Commander Brig. Gen. Reggie Chitwood

Florida Wing. “You did exactly what you were supposed to do — backed your team out of there in a hurry!”

Because the cadets left their vehicles to walk into the village, Air Force Master Sgt. Michael Thomas said, “We couldn’t surround them, and that’s what we had wanted to do.”

Back at their operations base, cadets received yet more praise from Air Force Staff Sgt. Chris Walker, who the cadets contacted every five minutes of the exercise: “Great communications!” Walker said. “You did better

During regular training, RED HORSE personnel blow up this runway almost every week so they can teach how to repair or rebuild it. The last full day of the academy, they surprised Civil Air Patrol cadets by lighting the fuse to 40 pounds of cratering charge that included 1 pound of TNT booster, “just to give it a little spark,” said Air Force Chief Master Sgt. Michael Thomas. That afternoon, the CE Academy cadets measured and mapped out the runway’s craters to determine which needed to be filled to make the airstrip minimally operational.



Photos by Susan Robertson, CAP National Headquarters

than some of my regular Air Force students who come through here.”

WORKHORSE

Academy classes also covered structural construction; utilities, including water purification; explosive ordinance disposal; emergency operations; engineering assistance including survey and layout; fire and rescue; equipment operations; and electrical supply.

As a major component of RED HORSE squadron training, firefighting is what Air Force Master Sgt. Kenny Hollis calls the Air Force’s insurance policy. Cadets suited up in all but respirators, for which they were not qualified, and crawled through a smokehouse, minus the smoke, to locate a dummy “victim.” Though the CE Academy was definitely designed to be hands-on, all academy activities were monitored by CAP Lt. Col. David Carter of the Maryland Wing, once a RED



HORSE man himself, who served as the academy’s safety and operations officer.

On the construction side of civil engineering, CAP Lt. Col. John Knowles of the Maryland Wing, course activity director and a Clark Construction Group vice president, brought real-world expertise to the

Cadet Senior Master Sgt. Christina North, the only female cadet attending the Civil Engineering Academy, smooths out her sleeping bag in her home for the week. In what the Air Force’s RED HORSE squadron members would call “bare base bed down,” erecting tents like this was job No. 1 for participants. It made for a quiet first night, said the CAP activity director, Lt. Col. John Knowles. “They were so tired after putting up the tents, at 10 p.m. you could hear a pin drop!”

curricula, showing cadets the preliminaries of reading blueprints; talking to them about leadership in designing energy and environmentally efficient buildings, making note of the certification goal for all newly constructed government buildings; and walking them through the progression of building information modeling — from drawings to automated computer-aided design to three-, four- and five-dimensional designs.

THOROUGHBRED HORSE

“This academy has caused me to rethink my future,” said Cadet 2nd Lt. Jonathan Little of the New Jersey Wing. During a tour of the 1st Air Force Air Operations Center at Tyndall, Little was inspired by the Air Force Rescue Coordination Center’s double rows of 9-foot screens displaying mission activity and conditions such as weather. The AFRCC is co-located with the AOC.

North Carolina Wing Cadet Senior Master Sgt. Christina North had already been considering an Air Force career. She said she chose the CE Academy to learn firsthand about different careers offered in the Air Force. “It’s been neat to see how things work,” she said.

From the Air Force’s perspective, Maj. Thomas L. DeFazio Jr., commander of the RED HORSE squadron, commented, “We really appreciated being part of this CAP program, and I think the cadets had a great time learning about the expeditionary combat support training skills we teach here. They were a very impressive group of young adults, and our instructors enjoyed this opportunity to show off the Air Force’s premiere expeditionary site. We hope this becomes a frequent stop for CAP cadets.”

Perhaps CAP’s own vice commander said it best: “I hope this will be the activity every cadet will want to attend,” said Brig. Gen. Reggie Chitwood. ▲



Lt. Col. John Knowles, the academy’s activity director, offers some advice to Oklahoma Wing Cadet Staff Sgt. Landon Graham, who is using a computer program to plot tents, a runway and planes as he creates a temporary base.

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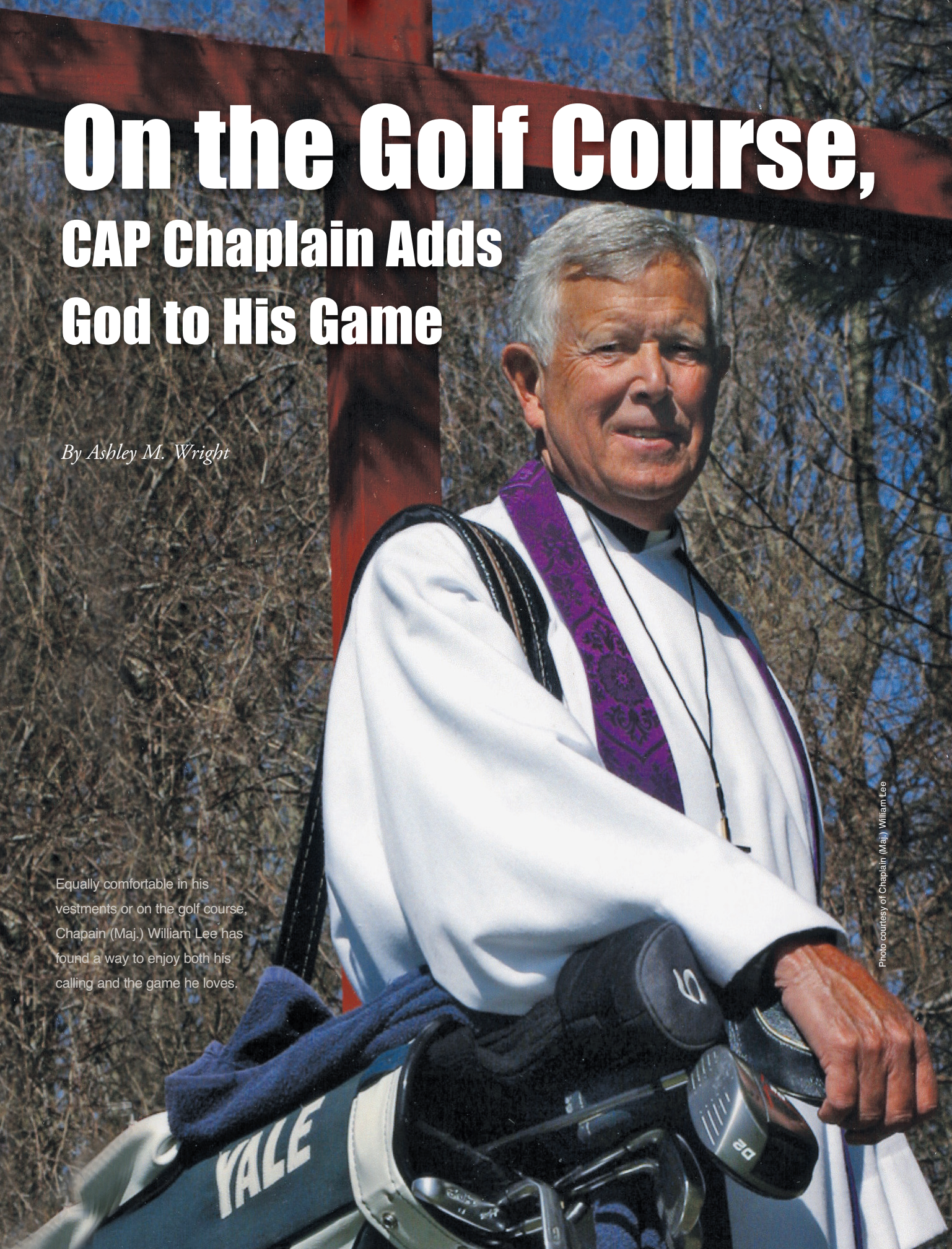


On the Golf Course, CAP Chaplain Adds God to His Game

By Ashley M. Wright

Equally comfortable in his vestments or on the golf course, Chaplain (Maj.) William Lee has found a way to enjoy both his calling and the game he loves.

Photo courtesy of Chaplain (Maj.) William Lee



The Connecticut Wing's Minuteman Composite Squadron has one more champion these days. CAP Chaplain (Maj.) William Lee uses his skills on the golf course to link others to God, and he has picked up a few honors along the way.

The Connecticut Golf Association named Lee a 2008 Hall of Fame inductee, 2008 Senior Player of the Year and 2008 Senior State Amateur Champion.

He is the only person to hold both senior amateur and player of the year honors from the organization. He was also the Connecticut State Amateur Champion in 1975, 1979 and 1990 and Player of the Year in 1990.

For nearly six decades, the chaplain has been perfecting his game. "I started [playing golf] when I was about 4," Lee said.

By 9, he was playing in competitions and with his family, including his brother, whom he cites as an inspiration. If his family is any indication, the chaplain will be golfing for decades to come. At age 95, Lee's



Photo courtesy of Rick Odermatt

Lee is as apt to size up the spiritual well-being of his fellow golfers as he is to contemplate his next shot, as he does here at the 2006 Senior State Amateur at Connecticut's Pequabuck Golf Club.

grandfather held a Guinness World Record title as the oldest person to sink a hole-in-one.

Lee's reason for playing extends beyond family background into lifelong friendships. "[My favorite part of golf] has to be all the friends I have made across the country from my age group to the

high school age group," he said.

The chaplain uses golfing as an opportunity to talk and counsel people about issues of faith. This season Lee will be playing and counseling from May until October.

The retired Evangelical Lutheran minister, ordained in 1972, believes his role in CAP is to mentor cadets through his monthly class. "I really enjoy my time with

the cadets," Lee said. "I'm here to help them."

"The great thing about the chaplain is he is a very stable influence on the cadets," said Maj. Todd Buhr, commander of Lee's squadron.

He added that, until interviewed for this article, he was unaware of Lee's success as a golfer. "He is really humble," Buhr commented.

CAP's chaplain/golfer gave a simple but truthfully inspiring reason for joining the organization in 1988. "I wanted to give to my country," Lee said. "I felt this obligation to do something." ▲



Lee drives his way to a win in last year's Connecticut Senior Amateur held at Manchester Country Club.

Photo courtesy of Rick Odermatt

FAA honors

CAP pilot

**with prestigious
safety award**

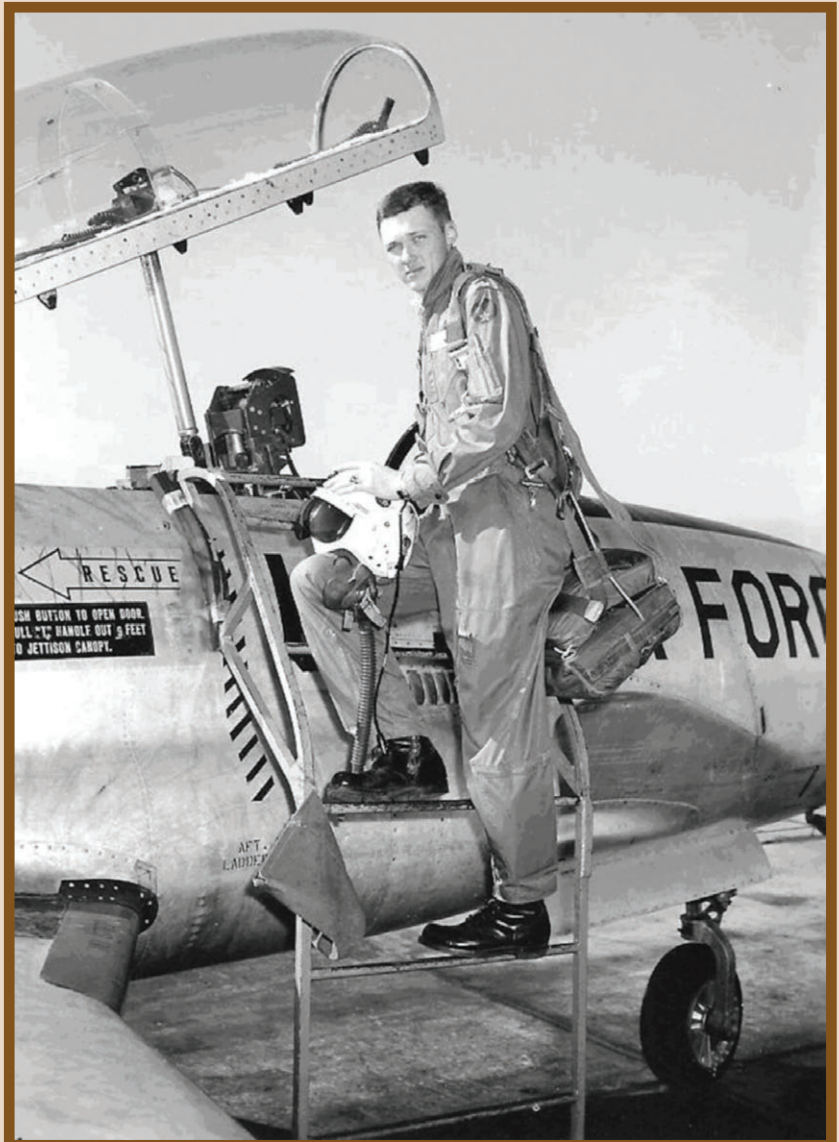
By Kimberly L. Wright

Col. Gene Hartman of CAP's national staff recently joined the exclusive company of 1,300 pilots as recipient of the FAA's Wright Brothers Master Pilot Award, which honors 50 or more consecutive years of safe flight operations — a badge of honor for those skilled and meticulous enough to attain it.

“He’s well-deserving,” said Lt. Col. Mark Bailey, the National Capital Wing’s director of operations and a retired Air Force officer, who has known Hartman for 14 years. “It’s a nice feather in CAP’s cap to have someone very active in our program that has earned that high of an honor.”

Legacy of Service

Hartman has a long legacy of CAP service that spans approximately 38 years and includes involvement in cadet programs, aerospace education and homeland security, as well as leadership positions such as National Capital Wing and Middle East Region commander. He currently serves as



Then 2nd Lt. Gene Hartman stands on a ladder next to a T-33 aircraft in 1959 during basic flight school at Webb Air Force Base near Big Spring, Texas.

the advanced technology group leader, as well as CAP's Middle East Region and National Capital Wing homeland security officer. "I'm fond of CAP's missions and helping serve humanity, the way we do in so many ways," said Hartman.

He served as pilot for the millionth War on Terror homeland security sortie in 2008, piloting a Gippsland GA8 Airvan so that two Washington, D.C., Air National Guard F-16 Fighting Falcons could practice protecting the U.S. capital's airspace from an errant plane as part of Operation Noble Eagle.

He also served on the front lines of CAP's massive disaster

response to Hurricane Katrina in 2005, initially flying sorties and later serving as flight manager for missions out of Hattiesburg, Miss. In addition to photographic missions, he helped fly various officials over the disaster scene in New Orleans, including representatives of the U.S. Corps of Engineers, the U.S. Postal Service and CNN.

"We camped out at the armory," said Hartman. "On the first night there, we didn't have a place to stay. Hattiesburg got hit pretty hard by Katrina as well."

Hartman spent 30 days on the front lines of Katrina. "We stayed there until we got chased off by the next hurricane, Rita," said Hartman. "Then we relocated to Maxwell Air Force Base, Ala." There he conducted a checkout program for prospective GA8 pilots.

Despite the hardships endured during the Katrina missions, he and his comrades served the stricken communities without pause. "I wasn't ready to go home until they told me to," said Hartman. "Those are the

things that keep you energized for CAP."

Despite the allure of emergency services and homeland security, Hartman remains fond of cadet programs, his entrée into Civil Air Patrol. His involvement with the organization's cadet National

Flight Academy has lasted 13 years.

All in the Family

Raised on a farm near Fargo, N.D., Hartman's interest in aviation and the military was fostered by family connections.

"Early on in my life, I had people that were involved in flying and the Air Force," said Hartman.

"My older brother, who was four years older than me, was a pilot. My uncle was a tail gunner in the Pacific that never came home. Back as far as I can remember, I wanted to be a pilot."

He joined the Air National Guard and the

Air Force ROTC but didn't get a chance to fly until he joined the Air Force in 1958.

Hartman served as a pilot during the Vietnam War. Later he was a planner at the Pentagon before retiring after 30 years of service in 1988.

Hartman's advice to those who aspire to be pilots or pursue a military career is the same: "Follow the rules. Do things right all the time. If you do things right all the time, you'll get into a mold of adhering to the rules. And don't take unnecessary risks." ▲

For more information on this award, visit the FAA Safety Team Web site at www.faasafety.gov.



Hartman briefs passengers before boarding a GA8 flight.

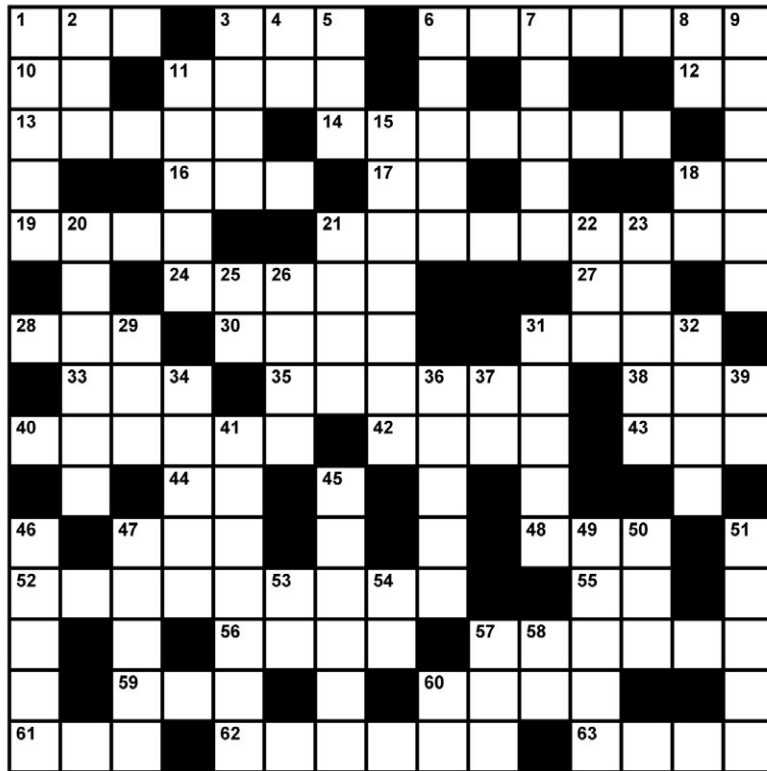


This early 1940s photograph shows a noon meal in the field during harvest time in Hartman's native North Dakota. His father is in the middle with his brothers, sister and a hired hand. Hartman, who had just received a pocket watch for his birthday, is in the front.

Photo by Maj. Paul Cianciolo, National Capital Wing

Civil Air Patrol Crossword

Crossword by Myles Mellor
www.themecrosswords.com



Answers on page 52

Down

1. Citizen-related
2. Frazier foe
3. Truth alternative?
4. “__ tu, Brute”
5. Key executive, abbr.
6. William ___, secretary of defense under Clinton
7. German sub
8. Dorothy’s aunt
9. VCR option
11. American alternative?
15. World War II plane model
18. Aerospace Education, for short
20. The increase in air velocity in front of a propeller produced by its rotation
21. Extra
22. Time period
23. “From ___ to Mexico,” 1997 book on CAP
25. Night time
26. Scraps
29. Original equipment manufacturer
31. ___ T-34 Mentor; this plane entered the CAP fleet in the early 1970s
32. Fuel container
34. Computer letter
36. Lift
37. The world’s second-largest automaker
39. Exercise class
41. Consultant
45. Spa feature (2 words)
46. ___ Rickenbacker, American fighter ace in World War I and Medal of Honor recipient
47. Sponge type
49. Warning sound
50. Nonstick cooking spray
51. John F. ___, the first CAP national commander
53. An__ - freeze?
54. The, in Paris
57. Portable bed
58. ___ and behold
60. Medical professional

Across

1. This puzzle’s theme
3. CAP’s 67th anniversary month
6. Maj. Gen. Amy ___, CAP National Commander
10. Chicago state, for short
11. Romantic meeting
12. You, to you
13. Nickname for the F-16 Fighting Falcon jet fighter
14. EAA’s headquarters locale
16. Flight segment
17. Lawrence of Arabia’s initials
18. Artificial intelligence (abbr.)
19. Air ___, the organized delivery of supplies via aircraft
21. “Flying ___,” aka Civil Air Patrol, previously
24. The paved area around a hangar
27. Naval abbreviation
28. ET carrier
30. CAP’s award-winning aerospace program for teachers
31. Luring substance
33. Cowboy great, Marvin
35. ___ Haddaway, key early figure in general aviation and aviation journalism
38. Short respite
40. Sentence parts
42. Reputation
43. Compass direction, abbr.
44. Promotional item
47. ___ Tyler, “Armageddon” star
48. ___ Arnold, the first general of the Air Force
52. Jimmy ___, best remembered for his daring raid on Tokyo, leading a flight of B-53 Bombers from the deck of the carrier Hornet in World War II
55. Musical scale note
56. <http://www.gocivilairpatrol.com/html/index.htm>, for one
57. Load uproar
59. To’s partner
60. Exit
61. Airport time?
62. ___ Goddard, known as “The Father of Modern Rocketry”
63. ___ Feik, the first woman engineer in research and development in the Air Technical Service Command’s Engineering Division

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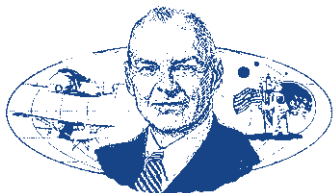
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Achievements



Gill Robb Wilson Award

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

Lt. Col. John R. Longley	CA
Col. S. Buddy Harris	FL
Lt. Col. M. Richard Mellon	FL
Maj. Susan L. Chilcote	IA
Col. Warren M. Reeves	IN
Lt. Col. Thomas W. Barnard	LA
Lt. Col. Timothy J. Corrigan	MD
Lt. Col. Virginia E. Przekaza	MI
Lt. Col. John P. Hey	MS
Lt. Col. Robert H. Bauer	NC
Lt. Col. Teresa A. Parker	NV
Lt. Col. Alex M. Bodnar	PA
Maj. Frank R. Monaghan	PA
Lt. Col. Gene W. Walters	PA
Maj. Randall D. Borton	SD
Lt. Col. Brooks A. Cima	TX
Lt. Col. Dennis L. Cima	TX
Lt. Col. James B. Lewis	TX
Lt. Col. John E. Pace	WI
Lt. Col. Steven E. Thomas	WI



Gen. Carl A. Spaatz Award

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

Paul F. McNiel	CA
Joseph R. Kraynak	CT
Robert S. Buttrill	GA
Victor Ricardo Traven	MD
Joshua David Hester	MS
Barry E. Feinstein	NC
Stephen E. Rogacki	NJ
Marcos G. More	TN
Nathan J. Carey	TX
Daryl J. Faiza	TX
Matthew G. Johnson	WA



Paul E. Garber Award

Second-highest award given to senior members who complete Level IV of the CAP Senior Member Training Program. The officers listed below received their awards in April, May and June.

Maj. Albert Senese	AK
Maj. Roger J. Bennett	AL
Capt. Fidelia C. Newell	AZ
Lt. Col. Stephen C. England	CA
Capt. Douglas L. Giles	CA
Capt. David A. Goude	CA
Maj. Cathy M. Neubauer	CA
Capt. Carol M. Peterlin	CA
Capt. Stanley M. Peterlin	CA
Lt. Col. William R. Taylor	CA
Maj. George M. White	CA
Maj. Roger A. Cox	DC
Capt. Everett C. Bennett	DE
Lt. Col. Ricardo Acevedo	FL
Capt. Caesar D. Carbana	FL
Capt. Joanne M. Carbana	FL
Maj. Lea Ann Curry	FL
Maj. Henry Irizarry	FL
Maj. Scott M. Martin	FL
Maj. George J. Arnold	GA
Maj. Tonya R. Boylan	GA
Lt. Col. Wilbur H. Hargrove	GA
Maj. Scott A. Fisher	ID
Capt. Victor A. Santana	LA
Lt. Col. Thomas J. Goetz	ME
Lt. Col. Timothy J. Brutsche	MI
Maj. Richard A. Crepas	MI
Lt. Col. Edmond W. Verville	MI
Maj. Carl W. Cope	MO
Maj. Jimmy D. Reeves	MO
Lt. Col. Patrick J. Walsh	MT
Maj. Lester P. Olsen	NE
Maj. Jillian L. Smith	NH
Lt. Col. Robert E. Jennings	NJ
Maj. Elizabeth A. R. Tattersall	NV
Maj. Edwin R. Kopp	NY
Lt. Col. Joe D. Foster	OK
Capt. Brian J. Cuce	PA
Maj. Richard E. Gray	PA
Maj. Erin C. Long	PA
Col. Timothy C. Verrett	PCR
Maj. Madeline Delgado	PR
Maj. Ileana Guadarrama	PR
Capt. Thomas J. Reid	SC
Maj. William A. Renaud	TN
Capt. Penelope K. Brady	TX
Lt. Col. John R. Bland	VA
Lt. Col. Eugene F. Jackson	VA
Maj. Georgia A. Duncan	WA
Maj. Thomas R. Everts	WA
Capt. Kenneth L. Gaver	WA
Capt. Roger N. Hoffeditz	WA
Lt. Col. Long B. Nguyen	WA
Maj. William E. Bruring	WI
Capt. David W. Snyder	WI

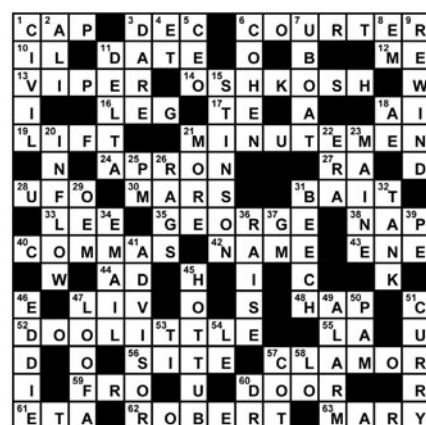


Gen. Ira C. Eaker Award

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

Daniel J. Jackson	CA
Michael A. Nash	CA
Jennifer J. Stansfield	CT
Karen M. Chinnery	DE
Miguel A. Lockward	FL
Trent A. Badger	GA
Brian C. Mauldin	GA
Zachary L. Ogburn	GA
Brett R. Krueger	IL
Seth P. Thomas	IL
Charles D. Frater	MD
Erich M. Welch	MD
Melanie M. Davis	MI
Lydia G. Downey	MO
Joshua D. Hester	MS
Sarah F. Howard	MS
Kyle M. Backhus	NC
Shane D. Cox	NE
Ariel J. Feindel	NH
Marc R. Ghiron	NY
Brandon D. Corsi	PA
Felix R. Davila	PR
Ivan X. Marciano	PR
Josue Rivera	PR
Hector J. Rodriguez	PR
Mark R. Todd	SC
John A. Rios Jr.	TX
Jacob W. Butts	VA
Stephen P. Hepperle	VA

Puzzle on page 50



Great Lakes

Photo by Sr. Mbr. Carolyn Wynard, Illinois Wing



Cadet 2nd Lt. Zachary Hagner, left, Cadet Staff Sgt. Michael Dorencz and Cadet Capt. Ryan Blaskey, behind the plane, all members of the Lewis Composite Squadron, turn off an activated ELT during an air show at Clow International Airport.

Illinois members' air show assistance includes ELT responses

ILLINOIS – Members of four Illinois Wing units did their part to make sure the 10th annual Cavalcade of Planes ran smoothly at Clow International Airport in Bolingbrook — a role that included stepping in when airport personnel twice detected emergency locator transmissions. Urban direction-finding teams quickly assembled, found the aircraft, notified airport management and had the signals turned off.

In all, 60 members — 23 senior members and 37 cadets from the Lewis, Lincoln-Way, Midway and Col. Shorty Powers composite squadrons — contributed more than 700 hours of service during the air show, which drew more than 6,000 visitors.

Under the command of Maj. James Bartel of the Shorty Powers squadron and Virginia Kurasch of the Lewis squadron, the CAP members' duties included flight line management. They also staffed CAP information tables.

>> Capt. Daniel Wynard

Middle East

South Carolina Wing expands training weekends

SOUTH CAROLINA – South Carolina Wing leaders are continuing to build on the successful cadet training weekends they began conducting in the late 1990s. Originally, the sessions were designed to prepare younger cadets for the annual wing encampment by providing classes on basic customs and courtesies, drill and ceremonies, moral leadership, aerospace and physical training.

This year's ambitious curriculum, now called staff training weekend, targets both cadet and senior member leadership by addressing drill standardization, uniform compliance, customs and courtesies and leadership techniques. The weekend format allowed a hands-on approach to training. Wing officials believe the program will not only enhance units' leadership skills but will also help ensure the success of summer encampment.

>> Maj. Tina Peterson



Photo by 1st Lt. Glenn Booker, South Carolina Wing

Cadet Capt. Jamal Suber of the Dent Middle School Cadet Squadron instructs a group of cadets in proper drill and ceremony.

North Central

Nebraska cadets face off via simulator

NEBRASKA – Civil Air Patrol receives an emergency mission to deliver human organs across Omaha as part of a “life flight” mission. That was the simulated, time-critical mission Gen. Curtis E. LeMay Offutt Composite Squadron cadets took on in a competition using the unit’s new computer flight simulators. The activity, with a class on flight planning, was led by the squadron’s aerospace education officer, 2nd Lt. Aaron Pigula. Afterward, the cadets were divided by flights and given details necessary to plan their missions. They competed to find the best flight routes for fastest completion of the mission.

Launching at the same time in a simulated Cessna 172, each team flew to five airports, with each leg of the flight flown by a different cadet; a cadet navigator assisted each pilot in reaching the next airfield.

Bravo Flight, led by Cadet Senior Airman David Lofreddo, won the challenge by completing the course 12 minutes before Alpha Flight. Bravo Flight’s name will be added to the Offutt squadron’s aerospace education trophy, and the winning members will have bragging rights as the unit’s best cadet aviators — until, at least, the next competition. The squadron plans to hold flight simulator challenges every two months. >> Lt. Col. David M. Waite



Photo by Lt. Col. David M. Waite, Nebraska Wing

Cadet Senior Airman David Lofreddo, left, and Cadet 2nd Lt. Austin Schnikter guide a Cessna 172 on one of the Gen. Curtis E. LeMay Offutt Composite Squadron’s new flight simulators.

Northeast

New York Wing sends teachers soaring

NEW YORK – Civil Air Patrol’s Fly-A-Teacher Program for aerospace education members is off to a flying start in the New York Wing, with Col. Francis S. Gabreski Squadron Commander Maj. Lou Fenech serving as a major proponent. Fenech and the wing’s project officer for the program, Maj. Tom Vreeland, arranged for two educators — Sue Ohlinger, who teaches at Burr Intermediate School in Commack, and Cynthia Falco of Patchogue’s Emmanuel Lutheran School — to fly with Capt. John Corcacas of the Long Island Senior Squadron. Corcacas provided the teachers with a safety briefing, followed by a ground school that covered flight procedures, takeoff preparation, aircraft inspection and safety. A detailed aircraft inspection of the Cessna 182 also preceded the flight.

“One of the best things about this experience,” Falco said after more than two hours aloft, “was John answered every question we asked to the fullest — and we asked a lot of questions.” During the flight she and Ohlinger experienced the thrills of steep turns and soaring up to 3,000 feet. “This trip has enthused me more and more and made me more interested in learning about the opportunities CAP has to offer, especially the emergency services aspects,” Ohlinger said. >> Capt. James A. Ridley Sr.

Photo by Capt. James A. Ridley Sr., New York Wing



Long Island Senior Squadron Capt. John Corcacas conducts a preflight inspection on a CAP Cessna 182 with teachers Sue Ohlinger, left, and Cynthia Falco.

Pacific

Alert Washington Wing pair responds to aircraft fire

WASHINGTON – Members from several Washington Wing squadrons were participating in a glider and powered orientation flight day at Chehalis-Centralia Airport when they were sidetracked by an aircraft fire on a nearby runway. When a pilot in a homemade airplane on its maiden flight started experiencing engine trouble and tried to make an emergency landing, his plane made a hard landing and nosed over, starting a fire.

After ensuring that cadets awaiting orientation flights were clear of the area, Capt. Mark Greenman of the Lewis County Composite Squadron and 1st Lt. Eddie Rojas of the Mount Rainier Composite Squadron grabbed a fire extinguisher from a nearby Civil Air Patrol aircraft and hurried over to help the pilot. While Greenman extinguished the flames, Rojas contacted pilots who were still in the air to warn them about the emergency and advise them to stay clear.

The homemade plane's pilot appeared uninjured, and soon after the fire was doused, Chehalis emergency personnel arrived on the scene to take command. Meanwhile, Greenman and Rojas organized the cadets and performed a foreign object and debris sweep. >> 1st Lt. Ruth Peterson



Photo by 1st Lt. Eddie Rojas, Washington Wing

Lewis County Composite Squadron Capt. Mark Greenman, left, douses the flames in a homemade aircraft as the pilot removes his gear from the cockpit.

Rocky Mountain

Wyoming Wing devotes weekend to orientation flights

WYOMING – The Wyoming Wing has begun making orientation flights a wing-wide, weekend affair, not only providing airplane and glider flights for cadets and senior members but also giving members an opportunity to discuss issues, problems and solutions common to the wing's geographically dispersed units.

In all, 25 cadets from five squadrons and 18 senior members from eight squadrons and wing headquarters participated in the first orientation flight weekend at Hunt Field Airport in Lander. Lending a hand as well were four Colorado Wing members, who saw that two of their wing's gliders were safely towed more than 360 miles from Boulder to Lander so Wyoming Wing cadets could be introduced to powerless flight. Four Wyoming Wing powered aircraft were also put to use during the weekend.

After safety briefings from Wyoming Wing Commander Col. Stan Skrabut and the orientation pilots, the cadets received flight assignments and helped the Colorado crews with glider assembly. They also learned glider launch and wing-runner procedures.

Cadet 1st Lt. Brad Coonis of Cloud Peak Composite Squadron was the cadet officer in charge of the event. Lt. Col. Eric Davis, the wing's director of cadet programs, developed the plan for the weekend and led the overall activity. >> Lt. Col. Eric Davis



Photo by Lt. Col. Eric Davis, Wyoming Wing

Wyoming Wing cadets learn wing-runner procedures between glider flights at Hunt Field Airport.

Southeast

Florida Wing Group 6 brings cadets together on field of play

FLORIDA – A field day and picnic hosted by Florida Wing's Group 6 leadership gave new and experienced cadets a chance to meet fellow cadets from other group squadrons from Palm Beach and Broward counties. Events included flag football and volleyball competitions designed not only for fun but also to increase team-building through sports.

The combined team from the Boca Raton and Cooper City composite squadrons won in both football and volleyball. After an intermission for lunch, another football game began, only to be interrupted by a staff whipped cream and water balloon fight. Laughing at the shenanigans, Cadet Airman 1st Class Justin Paikoff of the Coral Springs Cadet Squadron said, "I liked the whipped cream and water balloon fight and getting to meet other people."

Afterward, it was time to head home for a shower. All the cadets had a great time.

"It was fun. I will definitely come back again," said Cadet Senior Airman Jacob Roman of the Coral Springs squadron. Another Coral Springs cadet, Cadet Staff Sgt. Emmanuel Torres, chimed in, "I would recommend field day to everyone and would certainly urge cadets in Group 6 to come next year."

>> Cadet Senior Airman Zackery Macdonald



Photo by Cadet Col. Troy Odierno, Florida Wing

Coral Springs Cadet Squadron 1st Lt. Navid Abhaisingh, left, and Cadet Lt. Cols. Christina Zarrilli of the Boca Raton Composite Squadron and Andrea Batista of the Miami Springs Optimist Cadet Squadron were bombarded during the whipped cream battle.

Southwest

Louisiana Wing sisters, brother earn Mitchells

LOUISIANA – Receiving Civil Air Patrol's Gen. Billy Mitchell Award and the accompanying promotion to cadet second lieutenant proved to be a family affair for three Ascension Parish Composite Squadron members, as siblings Agnes, Rophina and Placid Chidozie Nwokorie Jr. all received their Mitchells at a ceremony at Louisiana Regional Airport in Gonzales.

Agnes and Rophina both joined the Ascension Parish squadron in January 2007, followed by their brother six months later. The Nwokories moved to Gonzales about nine years ago from Nigeria when their parents, Christiana and Placid Sr., immigrated to the U.S. in search of better educational opportunities for the children. Rophina, 17, plans to become a flight surgeon. Agnes, 16, hopes to become a pediatrician. Placid Jr., 14, dreams of becoming an Air Force pilot and cardiologist.

"I feel good about receiving the award and what I learned as a noncommissioned officer in the cadet program," Placid Jr. said, "and it's time to put that knowledge to use and teach other cadets and take on more responsibility." Agnes added, "We have more challenges ahead. Every leader has a struggle."

An important milestone in the cadet program, the Mitchell award is normally presented by a group commander or higher. Col. Robert Elbridge, director of cadet programs for the Southwest Region, presented the Nwokories' Mitchells. "It's a privilege to be here today to honor these three outstanding cadets, but I also want to recognize the parents," Elbridge said. "Without their help, encouragement and support, the three of you might not be standing here today," he told the newly promoted trio. >> Lt. Col. David P. Berteau

Photo courtesy of Ascension Parish Composite Squadron



Newly promoted Cadet 2nd Lts. Agnes, Placid Jr. and Rophina Nwokorie show off their Gen. Billy Mitchell Award certificates.



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