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January-February 2008



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CIVIL AIR PATROL



Volunteer

January-February 2008

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Photo courtesy of Mustang Survival

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ON OUR COVER

Students from Boaz City Schools in Boaz, Ala., express their excitement just before the national liftoff of Civil Air Patrol's prototype Junior Cadet Program Oct. 26. The program, designed for elementary school-aged students, is being tested in 20 schools across the nation during the 2007 school year. Read more about this new educational endeavor on page 26. Photo by Jim Tynan, CAP National Headquarters.

CALIFORNIA WILDFIRES reveal CAPabilities

Photo by Maj. Robert Keilholtz, California Wing

Flames leap into the sky near a road on Palomar Mountain, not far from CAP Maj. Robert Keilholtz's vacation property. The aerial shot below shows how close the fire came to the house.

By Steve Cox

Photo by Capt. Thomas J. Carpenter, California Wing



Members pitch in from the air and on the ground in wake of disaster

M

Maj. Robert Keilholtz knows the dangers of a Southern California firestorm.

The California Wing incident commander is an engineer with the Solana Beach Fire Department, which stays busy in the fall. So when fierce Santa Ana winds, gusting at up to 100 mph, moved the Poomacha fire toward his vacation property on Palomar Mountain, he knew he was in for a fight.

"I stood my ground with a garden hose," Keilholtz said rather matter-of-factly, explaining that towering flames from the fire came within a few yards of his mountaintop cabin on the morning of Oct. 24.

The fire burned up to the exterior wall of the cabin. “Embers landed on the roof and wood deck. We did lose one outbuilding, a storage shed,” he said.

A Civil Air Patrol repeater site located nearby was spared.

That anything on the mountaintop was spared was sheer luck, Keilholtz said.

“Had the wind been blowing the other way, it would have burned down the whole mountain. We would have lost 200 homes there,” he said. “That was lucky for us. The winds were so strong that it blew (the fire) off the mountain.”

The deadly wildfires consumed more than 500,000 acres and 2,000 homes in seven Southern California counties. At least 10 people died and hundreds more were injured as a result of 20 wildfires.

The Poomacha fire later merged with the Witch fire, and ultimately destroyed more than 200,000 acres. At the height of the fires, almost 1 million people were under evacuation orders.

Keilholtz’s dilemma was not unlike thousands of others.

“One person’s fortune was another person’s disaster,” he said, explaining why some homes burned and others were spared.

Before the Santa Ana winds had died down, allowing

firefighters to douse the fires, Civil Air Patrol members were called to duty. Many of them, like Keilholtz, were under evacuation orders.

Every member of the Fallbrook Senior Squadron was asked to leave their home ... “everyone in my unit,” said Maj. Joe DiMento, the squadron’s director of com-

munications. “In fact, they evacuated the whole town.”

DiMento said none of the seven members of the squadron lost their home, but one came close. “I believe the house got some smoke damage,” he said.

The October firestorm was still fresh on DiMento’s mind weeks later. A longtime California resident, he helped put it into perspective. “This was not only the closest,” he said. “It was, I think, the worst.”

DiMento and other CAP members conducted reconnaissance flights.

“We sent CAP pilots out to take pictures,” he said.

“They (the 1st Air Force Rescue Coordination Center) wanted to see if there were any hotspots from the skies.”

Keilholtz said about 30 members also were assigned to search for possible victims in areas not easily accessi-



Photo by 1st Lt. Matthew Scherzi, California Wing

2nd Lt. Rene Caldera of the Falcon Senior Squadron does a final target check before taking off on a photo-reconnaissance flight in the wake of deadly Southern California wildfires.

ble to ground crews and to conduct airborne fire damage assessments of various buildings, facilities and towers used by both the military and numerous civilian agencies.

Seven CAP aircraft — six Cessna C-182s and one Gippsland GA8 Airvan — responded. Flight and support crews from as far north as Fresno, Calif., were involved.

Flight operations later continued for about two weeks from CAP bases in San Diego, San Bernardino and Orange counties.

1st Lt. Tolga Tarhan, incident commander-trainee with the California Wing, said CAP volunteers were initially given a list of about 100 critical infrastructure sites to photograph.

“It was a pretty daunting task for us,” said Keilholtz, explaining that the flight area was very large and still smoky, and there was heavy traffic in the skies at that point. “It was a challenge to get good, sharp resolution photographs and get them back to the customer (the state of California and the Air Force).”

CAP’s contribution, however, was quickly noticed. “Our imagery was so well-liked by the state that we received several more major taskings. Some of them were high-priority and needed to be done ASAP, and some of them were long-term, potentially requiring weeks to complete,” Tarhan said. “There were also smaller taskings, such as transportation of equipment.”

Tarhan, who wrote a software program during the mission to speed up the required labeling of aerial pho-

tos, said CAP aircrews were able to fly lower than other reconnaissance units and thus provide different angles of the infrastructure. “That’s really where our value was,” he said.

While the aircrews were doing their work, about 30 more California CAP members were helping man the Regional Emergency Operations Center-Joint Forces Training Base in Los Alamitos, Calif.

“We were supplying three members per 12-hour shift, 24 hours a day, seven days a week,” said 1st Lt. Matthew Scherzi, CAP mission observer and public affairs officer for the wing’s Falcon Senior Squadron in Fullerton, Calif.

Scherzi said those serving in administrative positions in the operations center ranged from emergency services-certi-

fied cadets to a former wing commander. “By doing administrative duties, CAP frees up firefighters and other state and local emergency responders for even more critical duties,” he said.

Tarhan, who handled scheduling for the operations center, said several CAP members worked multiple shifts during the three-week mission.

“We were basically acting as state employees,” he said. “The extra manpower was appreciated.”

On one early-morning shift, Tarhan said CAP volunteers were “trying to figure out where we were going to get hay for horses.” On another, they were tracking down shower trailers for firefighters and other support personnel.



Photo by 1st Lt. Matthew Scherzi, California Wing

1st Lt. Tolga Tarhan, right, discusses CAP’s flight operations with 1st Lt. Rick Woods. Both are members of the California Wing’s South Coast Group 7.

“We did whatever it took,” he said.

“The feedback we received from the government has been outstanding,” said Keilholtz. “The mission continues the longstanding tradition of disaster relief support by the members of the California Wing.”

The wing was used to transport equipment during the 1993 wildfires that destroyed more than 1,000 homes in six counties in Southern California. During the Los Angeles riots that began on April 29, 1992, and for several weeks after, CAP members provided 24-hour communications assistance at the operations center at Los Alamitos. They also were involved in several missions during the Northridge Earthquake in 1994, which included 60 days of support to the Red Cross.

Tarhan said the recent wildfires missions showcased the wing’s operations center capabilities.

“One of the things we discovered is a misperception of our abilities,” he said, adding he anticipates CAP will become a regular part of the operations center as a result of CAP’s latest performance.

“It was definitely a good experience for us,” said Tarhan. “It helped solidify how CAP can help in these disasters in the future.”

Evacuees like DiMento were simply glad to help. “My family was fortunate to have escaped the fire in and around Fallbrook, while others lost everything they had,” he said. “I’m just happy to have had people there to help us.” ▲

“(This mission) helped solidify how CAP can help in these disasters in the future.”

— 1st Lt. Tolga Tarhan

Heavy smoke from California wildfires provided a challenge for CAP aircrews tasked with aerial reconnaissance.

Photo by 2nd Lt. Rene Caldera, California Wing

CAP, Evergreen Aviation Partnership Includes Two New National Cadet Activities

By Kimberly L. Wright

Two new cadet activities — an aviation academy and a wilderness academy — will be offered in the near future, thanks to Evergreen International Aviation Inc. of McMinnville, Ore., and the Civil Air Patrol.

Beginning summer 2008, the Capt. Michael King Smith Evergreen Aviation Academy will introduce cadets to the leadership, business, ethics and operational knowledge required for success in the aviation industry. In addition, the Evergreen Wilderness Survival Academy will give cadets the self-confidence, team-building and leadership skills required to meet challenges not only in the wilderness, but also in life. Preparations for the world-class program will take place this summer, with expert survivalists building facilities, training approximately 30 instructors and performing other prep work for the academy's expected launch in summer 2009.



Photos courtesy of Evergreen Aviation & Space Museum

Three cadets from each of CAP's eight regions will be selected to attend the academies. Both will be held in McMinnville, Evergreen's international headquarters, about 40 miles from Portland.

The academies will complement more than 30 cadet special activities held each summer in locations across America. More than 1,250

Colin Powers, aircraft restoration director of the Evergreen Aviation & Space Museum, shows CAP Interim National Commander Brig. Gen. Amy S. Courter the construction site for its new space museum in McMinnville, Ore. The building, which will boast 120,000 feet of exhibit space plus an education and restoration area, is scheduled to open next summer.

CAP and Evergreen International Aviation personnel met recently in McMinnville to discuss the company's vision for the new cadet programs. Participants included, from left, kneeling, Sgt. Dan Knox of the Columbia Composite Squadron and Cadet Fran Simmons of the South Coast Squadron; standing, Marc Huchette, director of Public Awareness and Membership Development, CAP National Headquarters; 1st Lt. Gary Arnold, McMinnville Composite Squadron member and vice president of Evergreen Properties; Lt. Col. Les



Peterson, McMinnville Composite Squadron commander and events projects coordinator for Evergreen Aviation and Space Museum; Delford M. Smith, founder and CEO of Evergreen Aviation International; CAP Interim National Commander Brig. Gen. Amy Courter; 1st Lt. David Bibbee, CAP member and member of the Evergreen Aviation & Space Museum Board of Directors; Col. Ernie Pearson, Pacific Region commander; Col. Ted Kyle, Oregon Wing commander; and CAP Executive Director Don Rowland.

youth participated in the programs last year.

“Evergreen Aviation’s commitment to youth, as evidenced by establishment of the Evergreen Aviation & Space Museum and, now, these programs, is impressive,” said CAP Interim National Commander Brig. Gen. Amy S. Courter. “The programs will ensure that 48 outstanding cadets annually have new opportunities to expand their horizons and, in the process, soar like eagles. CAP is proud to partner with Evergreen Aviation in this endeavor.”

“CAP and Evergreen share similar key values,” said Delford M. Smith, chairman of the Board of Trustees at Evergreen Aviation & Space Museum and founder of Evergreen International Aviation Inc. “We at Evergreen believe in living lives full of higher purpose, working hard and taking advantage of opportunities. CAP exemplifies

the values we hold dear, so a relationship with CAP seemed a natural fit.”

Evergreen International Aviation Inc., a privately held global aviation services company, is recognized as a world leader in air freight and aviation services. Customers include other air carriers, aviation companies and government agencies.

Evergreen’s relationship with CAP spans more than 15 years. The Oregon Wing’s McMinnville Composite Squadron participated in a private air show for Evergreen in its first major project as a squadron. From that initial involvement, a partnership flourished. The McMinnville squadron has since worked closely with Evergreen on several projects, including the Evergreen Aviation & Space Museum. As a result of this relationship, several key museum staff members are now CAP members, and many squadron members are

registered museum volunteers. In addition, the local squadron often mans the CAP display at the museum, and the McMinnville squadron patch depicts the famous Howard Hughes Spruce Goose, which is on display at the museum. ▲

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- Yingling Aviation



Civil Air Patrol is uniquely positioned to serve America in numerous critical ways. Our rich history of service includes three key areas: unprecedented commitment and sacrifice in performing emergency services and disaster relief missions, nurturing the leadership skills of thousands of America's youth and ensuring a continuous pool of science and mathematics majors through our highly effective aerospace education program. As we plan for our next 66 years of service, we must build upon our strengths while capitalizing upon the challenges and the opportunities of today and tomorrow.

Developing a stronger CAP to better serve America begins with good governance. This requires accountability at every level, and from each individual member in CAP. Governance includes the responsibility to manage our assets, adhere to a common code of ethics and lead ourselves to new heights with integrity. Professionalism is the key concept here, because it guides the way in which we work together. Everything we do for the Air Force, partner organizations, the communities we serve and the general public must be marked by professionalism. This is our No. 1 priority — to build public trust by providing high-quality public support and, in the process, attracting and retaining high-quality members who function professionally in everything we do.

We are working to ensure good governance nationwide by using our resources wisely. The Wing Banker Program, now being adopted by every CAP wing, is paramount to our success in more effectively accounting for all revenues and expenditures. This consolidated financial management program will ensure CAP can attain an unqualified audit, which in turn builds public trust by substantiating unquestionable professionalism. As an added bonus, the Wing Banker Program will also position CAP to be eligible for additional grant money.

Our consolidated maintenance program allows for infrastructure improvements. This, too, supports good governance by ensuring our equipment is properly maintained and the cost is discounted through negotiated group rates. We continue to replace our older aircraft while modernizing both our airborne and ground-based communications systems, both of which heighten our response and bolster our effectiveness. Long-term infrastructure goals include adding corporate partners, acquiring permanent meeting facilities where possible, improving our vehicle fleet and procuring other equipment needed to expertly perform our missions.

Expansion of CAP's School Enrichment Program by including a Junior Cadet Program for K-5 students represents another major infrastructure change. This has the potential to shape the future of CAP's recruitment program while ensuring that youth of all ages across America have the opportunity to benefit from CAP's character-building cadet program. The prototype program is being field-tested this year.

Professional development of our adult members is also a priority. It is CAP's duty to ensure our members have the resources at their disposal to reach their potential as volunteers. The Great Start program is doing just that by providing new members the information required to succeed during their first year in CAP. Expanded online training will complement CAP's emphasis on professional development for officers. We are also putting more basic professional development courses online, making them more readily accessible to more members.

Good governance encompasses public awareness as well, and it is tied to our success in bringing CAP to new heights. Too many Americans do not know what CAP does to serve their community. Our national marketing plan is designed to consistently and methodically change that shortcoming by building CAP's brand image. Its success will hinge on the enthusiasm, creativity, vision and tenacity of members in the field to implement a grassroots public awareness campaign that will ultimately positively affect every aspect of our organization.

Through good governance, CAP's future will be even brighter than before. The possibilities and the rewards are endless. Join with me as we reach together to create our future.

Always vigilant!

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

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



Photo by Cadet Airman Laura Spiegler, Colorado Wing

Colorado Wing Brings Red Ribbon Week Message to 75 Schools

Chaplain Capt. Gordon Rourk, a Colorado Wing Drug Demand Reduction administrator, answers questions from Federal Heights Elementary School students about a Colorado National Guard helicopter that landed at their school in Denver as part of a Red Ribbon Week observance. Eleven Colorado Wing members joined forces with local Drug Enforcement Agency representatives, the Colorado National Guard Counterdrug Task Force and other local groups to present the Red Ribbon Week story to 75 schools — 62 elementary schools and 13 middle schools — from Oct. 15 through Nov. 1. The program also included a rocketry presentation by Capt. Michael Lawson and special guest appearances by Miss Teen USA 2007 Hilary Cruz, several Colorado Rapids pro soccer team cheerleaders and the team's three mascots — Edson the Eagle, Marco the Buffalo and Jorge the Raccoon.

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Feik Presented Prestigious Aviation Awards

Aviation pioneer CAP Col. Mary Feik of the Maryland Wing holds the 2006 Frank G. Brewer trophy, which was presented by National Aeronautic Association President Jonathan Gaffney, left, and Frank G. Brewer III. She was awarded the trophy in recognition of more than 65 years of personal and professional dedication to



Photo by Bob McComas, NAA photographer

aviation education as a teacher, mentor, innovator, pilot, engineer and leader of America's youth. Feik also was presented the Fédération Aéronautique Internationale 2006 Tissandier Diploma, an honor bestowed upon those who serve the cause of aviation through their work, initiative and devotion. The presentations were made during the NAA's Fall Awards Banquet held recently in Arlington, Va.

ON THE WEB

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

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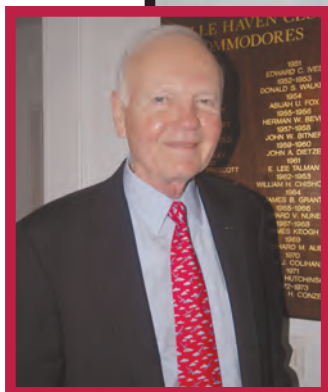
Resident Flyboy Not Ready To Land

By Sara Poirier

Board of Governors Member,
FlightSafety CEO Bruce Whitman
Still Piloting a Full Life

It's 1956 in San Angelo, Texas. The Korean War is over and the United States isn't yet fully involved in the conflict in Vietnam. Twenty-three-year-old Bruce Whitman is getting his pilot wings from the U.S. Air Force, and his mother, who traveled in an airplane for

Photo by Sara Poirier/Greenwich Post



Greenwich, Conn., resident Bruce Whitman, pictured at left at the Belle Haven Club, flew a B-25 airplane like the one above during his time in the Air Force in the 1950s.

the first time in her life just to get there — more than 1,600 miles from her Stamford, Conn., home — is the one pinning them on him.

It's the proudest day of the young airman's life.

Now fast forward 52 years. That rookie flyboy, now a 30-year Greenwich, Conn., resident, is president and chief executive officer of a company that trains others in aviation, doing everything possible to prevent accidents in the skies above. At FlightSafety International, more than 1,500 instructors teach more than 3,000 courses for general, commercial and military pilots; maintenance technicians; flight attendants; and dispatchers.

Part of the business empire belonging to \$52 billion man Warren Buffett — the second-richest person in the world after Microsoft's Bill Gates, according to Wikipedia.org — FlightSafety is a company that's built on mutual respect and teamwork. Those two things, the 74-year-old Whitman told the *Greenwich Post* in an interview, are what make the company work.

They're also part of the 14-point manifesto that guides Whitman's life and company philosophy.

"I think we've done a great deal of good in aviation," Whitman said. "After all, in our industry we've probably come farther in a shorter period of time than any other industry. I don't think there's a lot lacking.

"I do think that the emphasis, as in any industry, is always on well-qualified people. If we have the right people with the right qualifications and the right attitude, that's what it's all about."

Interested in airplanes since he was a little boy, Whitman said he never really thought he could cut it as a pilot. He proved himself wrong, though, making his

way to the Air Force after being a seaman in the U.S. Merchant Marine during his summer vacations from Trinity College.

"If I look back on my life, aside from family, there is nothing that's given me more pride," said Whitman of getting his wings. "When the day comes and you're actually awarded your wings, it's very exciting, very rewarding."

After receiving his wings, Whitman said he volunteered for navigator bombardier school, and then went

to the Strategic Air Command in Homestead, Fla. In 1957, he was appointed assistant to the commander of the Air Force base.

In 1958, Whitman took his last flight on active duty, asking his commanding officer if he could take a B-25 on a route check. When given the OK, Whitman flew what he thinks was the last Air Force flight into Cuba before Fidel

“I enjoy most trying to help young people do what they like to do with people they like.”

— Bruce Whitman

Longest Standing Member, CAP Board of Governors

Castro came to power the following January — flying from Homestead to Panama and then into Havana.

Flying as a captain in the Air Force Reserve following active duty, Whitman attended George Washington University Law School. While he didn't graduate to become a lawyer, Whitman said he did complete all the required course work. Instead, in 1961, he was recruited to be the No. 2 at FlightSafety International, then a 10-year-old company. He was promoted to the No. 1 spot in 2003.

"I guess I had that kind of patriotic feeling all my life, but I loved airplanes, so the combination worked out," the grandfather of 11 said. FlightSafety International's

headquarters are at the Marine Air Terminal at LaGuardia Airport in Flushing, N.Y. When asked if the constant takeoff and landing of airplanes during the day ever gets to him, Whitman responded, “The aircraft noise is music.”

“When I first got there, it was very small,” Whitman added of FlightSafety as a corporation, which now has more than 40 learning centers in the U.S., Canada, France and the United Kingdom, training more than 75,000 aviation professionals annually. “It’s been a great ride.”

Medal of Honor

Part of Whitman’s ride through life has included his present post as chairman of the nominating committee for the board of directors of the Congressional Medal of Honor Foundation, which raises awareness about the country’s highest award for military valor, raises money for initiatives that promote what the medal represents and promotes the qualities of courage, sacrifice and patriotism. Last year, John C. Whitehead, a World War II veteran from Omaha Beach on D-Day and the landings at Iwo Jima and Okinawa, Japan, was given the foundation’s annual Circle of Honor Award for his efforts.

Calling the Medal of Honor recipients “a national treasure,” Whitman said their stories exhibit “selflessness, sacrifice and courage.”

Two books about the recipients have been published in the past four years, the second within the past six months. The primary purpose of “Medal of Honor: Portraits of Valor Beyond the Call of Duty,” Whitman said, is to “perpetuate the legacy of the recipients and the medal.”

Each page is home to a 600-word vignette about a recipient, including vital statistics and what got them the honor in the first place. A recent photograph of each recipient accompanies the piece.

“These are people who made it possible for us to be here,” Whitman said of the honorees. “There wasn’t a really good book about the Medal of Honor recipients.”



Photo courtesy of the Greenwich Post

Bruce and Winki Whitman, above, have lived in Greenwich, Conn., since 1976. They can frequently be seen on Long Island Sound in their boat, *Winks*.

No signs of slowing down

The parents of six — a real-life Brady Bunch, if you will — Whitman and his wife, Sarah, known as Winki, are active members of the Belle Haven Club in Greenwich. Current chairman of the club’s admissions committee and a former commodore and chairman of its board of directors, Whitman admits he leads a “blessed” life, and in doing so, knows the importance of giving back to those around him.

“I enjoy most trying to help young people do what they like to do with people they like,” Whitman said.

In an effort to do that, Whitman is involved with the National Air and Space Museum in Washington, D.C.; the National World War II Museum in New Orleans; the Civil Air Patrol, headquartered at Maxwell Air Force Base in Alabama; and the Falcon Foundation, which provides scholarships to those seeking admission to the Air Force Academy who want careers as officers.

“I’m not retired,” Whitman insisted. “I’m not retired today and I never want to retire.” ▲

Sara Poirier is assistant editor of the Greenwich Post.

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On the Scene

CAP Makes History at Search and Rescue Games

By Donna Harris

C

Calling them games seems a misnomer.

The SARSCENE Games pit the best of the best in search and rescue against each other for eight hours of intense competition, and for the first time ever, the 2007 event included a team of Civil Air Patrol volunteers.

Held in October in Victoria, British Columbia, the world's only official International Search and Rescue Competition brought together eight Canadian teams, two from Ireland and a well-seasoned team of Hawk Mountain Ranger School instructors determined to show off their American pride, team spirit and superior skills.

The CAP volunteers held their own against several paid teams, setting a standard for others from America to follow at next year's games in Newfoundland and Labrador.

"The performance of the team highlights CAP's sta-



Photos by Lt. Col. Laurie Watson, Pennsylvania Wing

Lt. Col. Jeff Riley builds a fire during a SARSCENE Games survival scenario.

tus in the world of search and rescue," said project leader Lt. Col. Joe Abegg.

Led by Maj. Amy Fierro of the CAP Middle East Region, the team included Lt. Col. Jeff Riley, Capt. Mark Kleibscheidel and 1st Lt. Elizabeth Wirth, all of CAP's Northeast Region. Maj. Bryan Watson of the Pacific Region and Lt. Col. Laurie Watson of the Northeast Region served as backup team members and team photographers.

CAP up to the challenge

The challenges tested the teams' skills in six lifesaving exercises:

- Survival Skills: Construct improvised shelter, provide ground-to-air signal and build a fire to boil water.
- Navigation: Negotiate two navigation courses using compass bearings and paced distances.
- Emergency Scene Management: Manage the aftermath of a staged light airplane crash with multiple casualties.
- Skills Relay: Quiz of general SAR knowledge, individual and team knot-tying exercises and line-throwing event.
- Search Management: Develop initial management and response strategy for search scenario.
- Detection: Scan terrain around defined search path and identify objects of interest observed in visual sweep.

"The most difficult part of the event was throwing a nonweighted plastic rope to a target," said Fierro, 38, of Newark, Del. "In every civilian emergency services activity in the U.S., we carry a rope bag and practice throwing it to rescue conscious patients from the water. In past years, a typical rope rescue bag was used in the games, but this competition was different. It was the equivalent of trying to throw a Wiffle ball on a piece of cheap nylon rope into the wind."

Fierro, a CAP veter-

an of 23 years, used her experience as an emergency room nurse to help her team excel in the scene management scenario.

In a simulated plane crash in sub-arctic conditions, the CAP team was able to contain the scene, treat the casualties and search for a third victim that would be triaged as deceased.

"The evaluators were extremely impressed with our team's abilities and array of medical equipment," she said. "Dr. Ken McCaskill of the Wilderness Medical Society said we did so much better than the other teams that he had to really dig deep to find any suggestions for improvement. We were the only team that actually got to the point of preparing a casualty for helicopter evacuation."

Though the American team led the pack in search and rescue, navigation turned out to be a huge hurdle.

"The team naturally assumed the judges were giving them magnetic headings and, in fact, the judges were giving them grid courses," said Abegg, 48, of Eastampton, N.J. "The differences in magnetic head-



The American team made history as the first ever CAP team to participate in the SARSCENE Games. Members are, front row, Lt. Col. Laurie Watson; back row, from left, 1st Lt. Elizabeth Wirth, Capt. Mark Kleibscheidel, Maj. Bryan Watson and Amy Fierro and Lt. Cols. Joe Abegg and Jeff Riley.

ings and grid courses in the western edge of Canada are enormous.”

It's not whether you win or lose

While the miscommunication might have cost the American team one of the top three spots, it still returned home with a winning attitude.

“The teams that took first, second and third were the only three full-time paid SAR teams,” Abegg explained. “All in all, our team members presented themselves as very professional and represented the organization with honor.

Most of the folks we encountered thought we were all paid rescue professionals or U.S. Air Force active duty rescue personnel.”

Kleibscheidel, 35, of Whitehall, Pa., wanted the first-place trophy but will settle for “the kind of experience gained from friendly competition among like professionals,” he said. “And to see how other peers accomplish the same things we do.”

Though lengthy travel times were annoying, Kleibscheidel liked the overall experience because of “the ability to interact with SAR professionals, share



The skills relay line-throwing event tested the aim of 1st Lt. Elizabeth Wirth. The event required participants to toss a nonweighted plastic rope to a target.

some ideas and techniques and have fun.”

Riley, 48, of Warriors Mark, Pa., enjoyed the scrutiny of Canadian judges and evaluators and the chance to compete against international teams.

With 35 years in CAP, Riley's broad scope of experience finding missing aircraft and people lost in the woods made him a valuable member of the team. Riley said he enjoyed the chance to further hone his skills.

Learning from legends

During the three-day conference following the games, team members attended as many different training seminars as possible, networking with SAR personnel from Canada, the U.S., Iceland, New Zealand and Europe, Abegg said.

Participants exchanged ideas and materials, and at least 50 copies of the *Civil Air Patrol Volunteer* magazine have now traveled from Alabama to Canada to parts unknown, said Abegg, who also gave a CAP digital presentation to an attentive audience.

“I learned when you are up against the best paid search and rescue teams, or during any actual search and rescue, you have to be at your best, be ready for anything and know your craft.”

— Lt. Col. Joe Abegg, project leader

The conference met Abegg's expectations. "I learned when you are up against the best paid search and rescue teams, or during any actual search and rescue, you have to be at your best, be ready for anything and know your craft. Lives or points depend upon it," he said.

"The games made up only eight hours of the SARSCENE Conference," Fierro said. "For the rest of our stay we learned from some of the legends of search and rescue. We shared ideas with our Canadian counterparts, CASARA (Civil Air Search and Rescue Association). We learned about arctic survival from people born in igloos. And we learned new training ideas and reviewed scenarios with members of the U.S., Canadian and Irish coast guards."

Fierro said the lessons learned during the competition and seminars were invaluable. ▲

Capt. James Ridley Sr., public affairs officer, Northeast Region, contributed to this story.

The Teams

- ◆ Avalon North Wolverines, Newfoundland and Labrador
- ◆ Civil Air Patrol, United States
- ◆ Coquitlam Search and Rescue One, Coquitlam, British Columbia
- ◆ Coquitlam Search and Rescue Two, Coquitlam, British Columbia (Fourth Place)
- ◆ Elk Valley Titans, Sparwood, British Columbia
- ◆ Elk Valley Wildcats, Elkwood, British Columbia
- ◆ Gulf Islands National Park Reserve "Tsunami," Sidney, British Columbia (First Place)
- ◆ Irish Coast Guard, Ireland (Third Place)
- ◆ Prince George Ground Pounders, Prince George SAR, British Columbia
- ◆ Sûreté du Québec, Montreal, Quebec (Second Place)



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Col. Albert Scott Crossfield and James Steven Fossett. They are our “Everyday Heroes Performing Missions For America.” These men, each with many thousands of hours of flight experience, have one thing in common. They are both human and as such are subject to the same human frailties and standards as each of us.

We look at these men and others we may choose to use as mentors, father figures or even heroes when we make the choice to pattern certain aspects of our lives after them. What attributes do these people show that seemingly put their goals and achievements far above the norm and make us fantasize ourselves in their positions?

Let us take a look at each of these men. Crossfield was a fighter pilot during World War II. In 1950 he joined the NACA, now NASA, was the first man to fly at twice the speed of sound and flew the X-15 on 14 of its 199 total flights.

Crossfield also worked with North American as systems director of test and quality assurance in the company’s Space and Information Systems Division. He was Eastern Air Lines’ vice president for research and development and later senior vice president for Hawker Siddeley. Crossfield died in the crash of his personal Cessna 210 on April 19, 2006.

Fossett set 116 records in five different sports, 60 of which still stand. On Sept. 3, 2007, he disappeared in a single-engine Bellanca Super Decathlon. The search for Fossett was called off on Oct. 2, 2007.

These two men are related through their love of flying. They each had many years and thousands of hours of flight experience. Why, then, did they each suffer a mishap doing the thing they enjoyed most — flying? I am sure that neither planned his demise; therefore, we must look for other factors that have previously caused others to suffer mishaps and will probably cause many more.

Some of the major reasons for aircraft mishaps are overconfidence in one’s capabilities, lack of situational awareness and the failure to regularly hone the skills you obtained as you progressed through your pilot qualifications. It has been stated that a pilot will never be as sharp as the day he/she prepared for a flight check. From that point on there is a constant degradation of those finely honed skills.

Is it overconfidence to fly up a canyon to demonstrate yours and the aircraft’s capability to skillfully make a 180-degree turn? Is it overconfidence to break minimum altitudes on an approach, because “I know I can make a safe landing? Minimums are for those who have not attained my skill level.” Attitude has everything to do with your safety and longevity.

When was the last time you heard “watch this,” or “we don’t need to perform a preflight or engine run-up; we will be able to reach the people in distress sooner.” Overconfidence may place you and your crew in the position of being another victim instead of the rescue team.

Does every flight include a short field, soft field, crosswind takeoff or landing technique? When was the last time you took a safety pilot along, so you could hone your IFR techniques, stalls, steep turns or ground reference maneuvers?

Few of us have the flight experience of Crossfield and Fossett. And looking at that fact, we must look inside ourselves; if it can happen to these men with their far superior experience, how can we expect to remain safe as we fly? Here are a few suggestions:

- Leave your egos at home — they have no place around aircraft.
- Maintain situational awareness — never go anywhere where your brain has not gone five minutes before.
- Maintain your proficiency — it is easy to stay current, but are you proficient?
- Always use the risk management (ORM) process — this must be the first step of any flight and could save your life.

There is no substitute for safety. As the adage goes, “There are old pilots and there are bold pilots; there are no old, bold pilots.”

Col. Lyle E. Letteer
National Safety Officer



Aerial photos by Maj. David Plum, North Central Region

The floodwaters in the Coffeyville, Kan., area are tainted with oil accidentally released from a breached refinery. A team of CAP members from the Texas and Missouri wings, accompanied by a member of the U.S. Coast Guard, assessed the extent of pollution caused by the flood using ARCHER technology.

By Kimberly L. Wright

Weather or Not

CAP Aircrew Helps Chronicle Oil Spill

As impressive as CAP's high-tech tools are, they pale in comparison to the high-caliber professionals who put them to use, who don't let illness or inclement weather stand in the way of completing a mission. Such was the case recently in Independence, Kan., where CAP members from the Texas and Missouri wings partnered with the U.S. Coast Guard to assess an inland oil spill.

Floodwaters from the Verdigris River, which drains into Oologah Lake, had breached a refinery in the flooded Kansas town of Coffeyville. A total of 71,400 gallons of crude oil had leaked, threatening the environment and Tulsa's drinking water. In order to better determine the impact, the Environmental Protection Agency requested assistance. CAP's Airborne Real-time Cueing Hyperspectral Enhanced Reconnaissance, or ARCHER, technology was the perfect tool for the job.

STORMY WEATHER

For Capt. Toby Buckalew and Maj. Alan O'Martin, both of the Texas Wing, getting to the mission through torrential rains and flooding was a challenge.

“Going over the south end of Lake Texoma on the Red River showed the spillway in full bloom and the Red River in full force from Oklahoma to Texas, which was over the normal high water level,” O'Martin noted. “It rained so hard we were forced to slow to a crawl.”

DON'T DRINK THE WATER

More challenges awaited them in Independence, where they met up with the rest of the crew — Maj. Bill Winkert, the pilot, and Capt. Mark Anderson, ARCHER operator, both of the Missouri Wing.

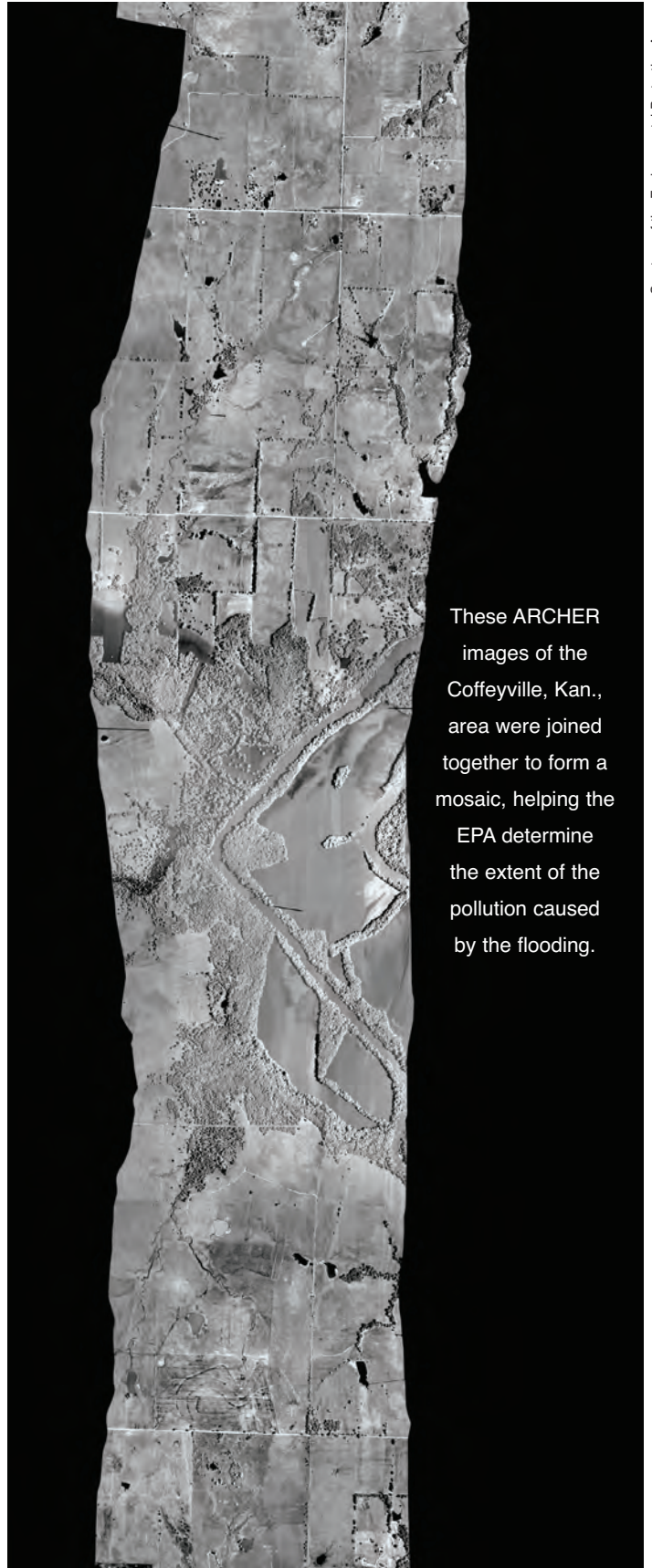
A preliminary flight revealed the extent of the oil pollution.

“We could clearly see the oil on the river in the low light just before sunset,” said O'Martin. “The angle of the light was perfect for spotting oil slicks. Further down south at the top end of the lake we also spotted signs of oil on the water.”

When they returned to the hotel, the crew was told not to drink the water.

“I found that simple things like having food, potable water and a place to stay — something we all take for granted — were very difficult to find,” said O'Martin. “I can't imagine how it was for those that lost their homes. We were just visitors.”

After Anderson fell ill the next day, which kept him grounded for the duration of the mission, the team forged ahead, one person short. Even in illness, though, Anderson found a way to contribute. “He was available to run the ground station to show EPA and the Coast Guard what the ARCHER equipment was able to do using mission data recorded that morning,” said Winkert.



These ARCHER images of the Coffeyville, Kan., area were joined together to form a mosaic, helping the EPA determine the extent of the pollution caused by the flooding.

Courtesy of the Environmental Protection Agency

ARCHER HITS THE TARGET

The CAP team was joined the next day by Ensign Amy Keferl of the U.S. Coast Guard, Incident Management Division, St. Louis.

The search area “was originally set at nine miles wide and 40 miles long with primary and secondary areas of interest,” but with the help of Missouri Wing Director of Operations Capt. Chris Morris and U.S. Geological Survey personnel, the team narrowed the grid, “allowing us to fly over both primary and secondary target areas in a timely, cost-effective manner,” said Winkert.

Buckalew explained how high-tech imagery helped assess the situation.

“ARCHER continuously monitors the scene it is capturing and examines the hyperspectral signature of each digital pixel it collects to create an average,” he said. “Objects exceeding the average are flagged as anomalies.”

ARCHER helped determine the extent of the oil contamination by comparing the hyperspectral data of oil from the refinery saved from the

earlier flight with similar spectral signatures in the area being surveyed.

“Sure enough, the chip sample proved very effective in locating many more spill sites along the river and in the lake,” said O’Martin.



Photo by Maj. Bill Winkert, Missouri Wing

Maj. Alan O’Martin, Texas Wing, left; U.S. Coast Guard Ensign Amy Keferl; and Capt. Toby Buckalew, Texas Wing, along with Maj. Bill Winkert, Missouri Wing (not pictured), took part in the oil spill assessment mission, helping safeguard the environment and water supply.

Carol Mladinich of the U.S. Geological Survey in Denver, who created a mosaic of pan imagery, which she sent to the Kansas State Emergency Management offices and EPA regions 6 and 7.

“Overall I think we were able to mobilize and get the imagery flown as quickly as possible,” Mladinich said. “The CAP was very good to work with and, as a result of this effort, I think we can develop a set of procedures and recommendations for future collaboration of this nature.”

Keferl was pleased to work with CAP on the mission. “It went really well,” she said.

“They were cooperative and very accommodating.”

Said O’Martin: “I felt good at the end of the second flight knowing we had succeeded in the mission assigned and could help the EPA and USGS in determining the extent of the spill, and possibly prevent further contamination of the Tulsa water supply. That made the 12-hour drive worthwhile.” ▲

QUICK TURNAROUND

The EPA was advised of the mission’s findings within an hour of the afternoon mission, and by 7 p.m. the data was sent to the EPA office in Kansas City, Mo., for further analysis. Keferl said the data collected from the mission “went into a brief, and we were able to track where the spill was and where it was moving to.”

The information was also sent to

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By Steve Cox

Two of Civil Air Patrol's best are being remembered for their many selfless contributions to the volunteer organization they served so valiantly.

"There were no finer members than Col. Dion DeCamp and Col. Ed Lewis," said Brig. Gen. Amy S. Courter, CAP's interim national commander. "Their illustrious volunteer service, which collectively spanned more than seven decades, touched innumerable lives."

Lewis, the Pacific Region's director of operations, and DeCamp, the Nevada Wing's commander, died tragically on the evening of Nov. 8, when their CAP plane crashed into the side of Mount Potosi 30 miles south of Las Vegas. Lewis had traveled to Nellis Air Force Base in Las Vegas to drop off a CAP airplane to be used as an Aviation Nation air show display. DeCamp had picked him up in a Nevada Wing Cessna 182, and they were en route to Lewis' home in Rosamond, Calif., when the crash occurred.

Both pilots, described by colleagues as good friends and even better CAP leaders, died at the scene.

The National Transportation Safety board is investigating the cause of the accident.

"They were tremendously giving of their time and energy and truly made a difference to those around them," Courter said. "They made indelible impressions upon us, and we miss each of them greatly."

Brig. Gen. Richard Anderson, who served as CAP national commander from 1993 to 1996, said the year Lewis was national vice commander (1993-94) was one of his most productive years as national commander. "Ed and I thought differently about many issues, and he



In this 1962 photo, CAP Col. Dion DeCamp climbs aboard an Air Force plane during pilot training in Big Spring, Texas.

challenged me in a way that I had to think carefully about the reforms I and the national board team later brought to Civil Air Patrol," said Anderson.

Anderson said Lewis was the absolute model of the four CAP core values of integrity, service, excellence and respect. "What you saw was what you got," he said. "Ed

Common Bonds

**CAP Cols. Lewis,
DeCamp Known
for Numerous
Contributions,
Commitment
to Mission**

“The backgrounds of both Ed and Dion were quite similar — Air Force pilot, California Air Guard, airline pilot and love of flying. Personality-wise, they were on the surface very different — Dion more of a smiler, Ed with a serious expression more often than not — but they became fast friends and confidants.”

— Lt. Col. Shirley Timm, Pacific Region

had a stoic and cool exterior, but that air warrior’s veneer covered what many knew to be a soft, kind and caring interior — and was betrayed, to those of us who knew him well, with a trademark twinkle in his eye. He was blunt and to the point — but always on the mark — and always ready to listen to any opposing view.”

But Anderson said the most telling test of Lewis’ character came after his term as national vice commander concluded. “Instead of retiring from CAP, Ed stayed with the program, intensified his involvement and made numerous contributions that have come to be the hallmark of his service and have earned him the lasting respect of his peers,” Anderson said.

“I think Ed will probably be remembered most for his absolute dedication to the mission,” said Lt. Col. George Harrison of CAP’s Georgia Wing. “He supported it completely.”

Harrison met Lewis in 1962 at U.S. Air Force pilot

training where Lewis was an instructor pilot and officer training instructor. Now a retired Air Force major general, Harrison serves as the Georgia Wing’s assistant director of glider operations. He said it was Lewis who got him “reinvolved and re-energized” in CAP, even though



NASA’s modified DC-8 flying laboratory now carries the name of the late Edwin W. Lewis below its cockpit window as a tribute to Lewis’ 18 years piloting the unique science lab.

Photo by NASA/Carla Thomas

he had been a member for many years. Lewis was his mentor and inspiration for the CAP glider program.

“Ed turned me into an active participant,” Harrison said.

DeCamp’s commitment to CAP was apparent during the recent search for legendary American adventurer Steve Fossett.

“The search had been going on for over two weeks and the chances of finding him alive were getting slim,” said Sr. Mbr. Ryan K. Smith, a retired

Oregon firefighter with the Nevada Wing’s Washoe Jeep Squadron, who recalled working with DeCamp at the annual Reno airshow during the height of the search. “He was quite worried that the long days were taking a toll on the flight crews and that eventually someone would have an accident,” Smith said.



A smiling Col. Dion DeCamp, left, presents retired Army Col. Patrick Carlton, a CAP lieutenant colonel now serving as the Nevada Wing's assistant professional development officer, with his Level III Grover Loening Award. The presentation was made during the 2006 Nevada Wing Conference.

Fossett disappeared on Labor Day 2007 during a solo flight in Nevada, and has not been found despite the largest search in CAP's modern-day history. DeCamp's wife, EJ Smith, served as incident commander throughout much of the mission.

DeCamp's concerns for CAP members involved in the search were "running pretty darn deep," recalled the Nevada Wing's administrator, Capt. Shawn Brewer. "He cared about his people."

That concern earned Ryan Smith's immediate respect, even though he had been a CAP volunteer for less than a year. "I knew right then that this was someone I would want to work for, no matter what the job," he said.

Safety was routine for both pilots, which made news of their Nov. 8 crash even harder to accept. "Ed was probably the consummate safety guy," said Col. Kenneth W. Parris, who dedicated his current tenure as California Wing commander to the memory of Lewis. "He was always talking about the importance of safety."

Lewis and DeCamp shared a love for aviation. "Col.

DeCamp would come into the office nearly every day and say, 'It's a great day for flying,'" said Brewer.

EJ Smith introduced DeCamp to Lewis at a conference in Hawaii in 1988.

"The backgrounds of both Ed and Dion were quite similar — Air Force pilot, California Air Guard, airline pilot and love of flying," said Lt. Col. Shirley Timm, who served with Lewis in CAP's Pacific Region.

"Personality-wise, they were on the surface very different — Dion more of a smiler, Ed with a serious expression more often than not — but they became fast friends and confidants."

NASA's Dryden Flight Research Center, where Lewis worked, dedicated its modified DC-8 flying laboratory in Lewis' memory. The DC-8 now carries Lewis' name below its cockpit window as a tribute to his 18 years of piloting the unique science lab as a research pilot.

Such an honor is fitting, according to Anderson. "When I think of Ed Lewis today, I would sum him up with a single word: airman, with a capital 'A,'" he said. "He excelled in all dimensions of aviation, having flown as an Air Force pilot, a Civil Air Patrol pilot, an airline



Photo by Gene Sinner, CAP National Headquarters

Col. Ed Lewis, right, poses for a photo with Brig. Gen. Warren Barry, left, and Brig. Gen. Rich Anderson in the early 1990s. In 1993, Lewis was elected national vice commander, serving with Anderson, who was CAP's national commander. Lewis also was Barry's vice commander when he served as Pacific Region commander.

pilot, a general aviation pilot and a NASA research pilot. One could arguably characterize Ed as the No. 1 pilot in all of Civil Air Patrol. In fact, if there were such a duty title, he would have been rightly designated as 'Civil Air Patrol National Chief Pilot.'"

Former Iowa Wing Commander Col. Russell Smith described DeCamp as "a pilot's pilot" who excelled at every task — especially those that were flight-related.

Smith, who met DeCamp at CAP wing commander school in 2003, later moved to Nevada. "A job change brought me here," he said. Smith stayed active in CAP as commander of the Douglas County (Nev.) Composite Squadron and often visited with his friend. "Dion taught me to be a glider tow pilot," he said. "At one time, I believe we were the only ones in the Nevada Wing."

The fact that DeCamp was even involved in the glider program was noteworthy, Smith said, because it showed his commitment to the mission.

"At first, he was skeptical about the program," said Col. Ralph Miller, who succeeded DeCamp as Nevada Wing commander. "Once he saw there was support and enthusiasm, he jumped in with both feet."

He became "a great advocate" of the glider program, said Smith. "He was always willing to try new things, always open to new ideas."

That was one of the qualities that made DeCamp one of the Nevada Wing's best commanders.

Miller said DeCamp did "a fantastic job" of fostering cooperation between the Nevada Wing squadrons. "During his tenure the squadrons began to cooperate closely in all areas that made sense, and evolved informal processes for optimizing the use of resources," he said.

DeCamp was a leader who coaxed performance from his team, according to Miller. "Dion did not demand; he simply encouraged, worked hard himself, smoothed the rough edges and produced remarkable results," Miller said.

"Ed and Dion will both be hard to replace," said Timm, "but not hard to remember as friends." ▲



Edwin W. Lewis Jr.

Age: 71

Hometown: Rosamond, Calif.

CAP rank: Colonel

CAP duties: Director of Operations, Pacific Region

CAP background: Served in CAP for more than 55 years. Served as region adviser during CAP's search for legendary American adventurer Steve Fossett. Was a former national vice commander, elected in August 1993. Served in that capacity for one year. Before that, served as Pacific Region commander for four years. Also, was California Wing commander from 1978 to 1982.

Professional background: Was a CAP and Air Force command pilot with more than 28,000 flight hours. Retired from Pan Am as a commercial airline pilot in 1989 to become a research pilot with NASA. Since 1997, worked at Dryden Flight Research Center at Edwards Air Force Base, Calif., where he instructed in four aircraft — C-12, C-20A, DC-8 and T-34C — supporting NASA-Dryden flight test programs. Also, was the center's aviation safety officer.



Dion E. DeCamp

Age: 73

Hometown: Reno, Nev.

CAP rank: Colonel

CAP duties: Commander, Nevada Wing

CAP background: Had been commander of the Nevada Wing since 2003. Was one week away from relinquishing command at the time of his death. Led the wing's search efforts for Fossett. (His wife, Lt. Col. EJ Smith, served as incident commander throughout much of the mission.) Joined CAP in 1994, having served as Nevada Wing director of operations, vice commander, representative to the Nevada state SAR Board and Pacific Region director of operations training before becoming wing commander.

Professional background: Was a CAP and Air Force command pilot with more than 27,000 flight hours. Retired from the California Air National Guard. Served in Vietnam and flew C-130 missions worldwide. In 1994, he retired from American Airlines as a captain.

3-2-1

Lift Off!

Junior Cadet Program
Poised to Elevate
New Generation



A U.S. Army Black Hawk helicopter flies overhead as part of the Junior Cadet Program liftoff celebration.

By Kimberly L. Wright

In Boaz, Ala., a throng of children of all ages buzzed with anticipation at the biggest thing to hit this small northern Alabama town of more than 7,000 in a while — the liftoff celebration of the national Junior Cadet Program. The roar of an Army Black Hawk helicopter and the buzz of a CAP Cessna overhead, as well as the much quieter launch of student-propelled paper airplanes and boomerangs, added to the excitement.

The event was attended by the 2,500-strong student body of Boaz City Schools, proud parents and faculty and a host of local and national dignitaries.

In addition to Boaz, the program is being field-tested this year in public, private and parochial schools in Colorado, Florida, Georgia, Nevada, Pennsylvania and Puerto Rico as well as other selected schools in Alabama. Modeled after an extremely successful K-5 CAP School Enrichment Program at Creighton School in

Philadelphia, the Junior Cadet Program is now taught by some 300 teachers to 7,000 K-5 students. The curriculum emphasizes vital life skills — character education, academics with an aerospace emphasis, leadership opportunities and physical fitness.

“We view Boaz as a visionary community dedicated to addressing the workforce development needs for the future,” said Susan Mallett, program manager for CAP’s School Enrichment Program. “If the inner-city schools in Philadelphia and the rural schools in Boaz, Ala., can successfully integrate our Junior Cadet youth develop-

During the playing of the Junior Cadet Program’s theme song, “Boomerang” by Charlotte Ritchie, participants were allowed to throw boomerangs in support of the larger message — “Like the flight of the boomerang, the choices made today will come back to you tomorrow.”



Photos by James F. Tynan, CAP National Headquarters

ment program into the school day, we feel any school or school system across America can glean the same benefits.”

All those assembled in Boaz for the national Junior Cadet Liftoff Celebration had plenty of reason to celebrate.

Boaz was introduced to the Junior Cadet Program’s predecessor — the middle and high school enrichment

of behavioral problems. With the addition of this Junior Cadet Program, the benefits will begin at earlier ages and will help build better youth for tomorrow.”

The SEP also has expanded students’ career horizons. “These kids have never had the opportunity to be exposed to aviation the way they have since implementation of the CAP youth program,” said Dr. Randall Haney, Boaz’s assistant superintendent. “These young

people now have an expectation to be involved in the aerospace developments of the future.”

Though in a rural setting, Boaz is actually only 50 miles south of two premier aviation and space facilities — Marshall Space Flight Center, one of NASA’s largest and most diversified installations, and Redstone Arsenal, which has been the heartbeat of the Army’s rocket and missile programs for more than 40 years. And, with a new helicopter plant



Showing off the banner for the Junior Cadet Program liftoff are, from left, first row, Cadet Airman 1st Class Katie Young; Maj. John Burgin; Cappy, the Junior Cadet Program mascot; CAP School Enrichment Program manager Susan Mallett; Cadet Airman Morgan Barefoot; and Honorary Junior Cadet poster student, Myia, who attends Head Elementary School in Montgomery, Ala. Back row, National Chief of Staff Col. Reggie Chitwood; Alabama Wing Commander Col. Michael Oakman; Southeast Region Commander Col. James Rushing; SEP National Director Col. Al Applebaum; Boaz City Schools Assistant Superintendent Dr. Randall Haney; and Jim Mallett, director of CAP National Headquarters’ Educational Programs Directorate.

program — three years ago. That program has paid big dividends by teaching students valuable leadership, teamwork and work-study skills, and it has instilled in them the desire to set clear goals.

“The CAP SEP for America’s middle and high schools is playing a major role in improving student opportunity and responsibility nationwide,” said Col. Al Applebaum, SEP team leader. “Teachers report better attendance, better test scores and a lower incidence

nearing completion in neighboring Albertville, aviation may play an even larger role in north Alabama’s future.

Cadet Staff Sgt. Adam Smith, 14, who credits the program with helping him learn teamwork and work-study habits, knows what he wants to do with his life. “I’m working to get my pilot’s license when I turn 18, and I’m hoping to go to college at Auburn, get an electrical engineering degree and go to work in Huntsville (Ala.),” he said.

“I learned a lot about search and rescue, and I learned about aerospace education,” said Cadet Staff Sgt. Ryan Erskine, 13, who has participated in the Boaz SEP since its inception. “I learned about leadership, and I learned a lot from other cadets. I loved going to the National Emergency Services Academy and the field-training exercise at Maxwell Air Force Base (site of CAP National Headquarters). I feel I’ve gained a lot from the program.”

Sonya Erskine, Ryan’s mother, said the program has prompted noticeable changes in her son: “He’s more mature and respectful,” she said. “He takes it real seriously. When he’s in uniform, he’s like a different person.”

Sonya Erskine is proud Boaz is associated with the national launch of the Junior Cadet Program. “I tell everyone I work with they need to enroll in Boaz’s CAP program,” she said. “The support of the staff and faculty is immense.”

Other field-testing sites across the nation have energized their schools with their own liftoff celebrations that featured airplane and helicopter flyovers; rocket and hot-air balloon launches; student essay, art and flight contests; and motivational speakers who lifted students’ hopes and dreams.

Community support is helping ensure the program’s success.

“It is anticipated that Air Force Association chapters across the nation will see the potential benefits of this program in their communities and will follow the Montgomery Chapter’s efforts by providing similar partnerships for the future,” said Tom Gwaltney, Montgomery (Ala.) Air Force Association Chapter president. The chapter currently sponsors five

Montgomery Junior Cadet programs.

Other supporters include inspirational singer Charlotte Ritchie, whose song “Boomerang” is the Junior Cadet Program theme song. Also, CAP’s Drug Demand Reduction program has provided boomerangs and posters to enhance the message shared with all junior cadets: “Like the flight of the boomerang, the choices you make today will come back to you tomorrow. Make good choices for a healthy and drug-free lifestyle.”

Fourth-grade student Dexton Lee Bowdoin of Kinston Elementary School in Coffee County, Ala., eloquently expressed the program’s primary goal — to expose young people to aerospace careers for the future: “I’ve always wanted to be a baseball player but now I want to be a flier,” he said. “Now I know what my dream is.” ▲

Junior Cadet School Enrichment Program

Stats: 20 schools, 300 teachers, 7,000 students

Target group: Kindergarten through fifth grade

Began: Field testing in fall 2007

Focus: Academics with an aerospace emphasis, character education, leadership, physical fitness and drug-free lifestyle.

Curriculum: Designed by educators, the program incorporates fun, hands-on activities with 24 national standards-based lesson plans per grade level, which are divided into six lessons for each topic — character education, leadership development, physical fitness and aerospace education. Each lesson is designed to fit in 30-minute blocks to supplement any area of the curriculum. A school or community service project option is also included.

Theme song: “Boomerang,” by Charlotte Ritchie

Message: “Like the flight of the boomerang, the choices made today will come back to you tomorrow.”

Mascot: Cappy the Eaglet

Expected national launch: Fall 2008, with availability to any elementary school.

Middle and High School Enrichment Program

Stats: 69 schools, 265 teachers, 2,100 students

Target group: Sixth through 12th grade

Began: 1997

Focus: Aviation and space, leadership, physical fitness, citizenship, drug-free lifestyle

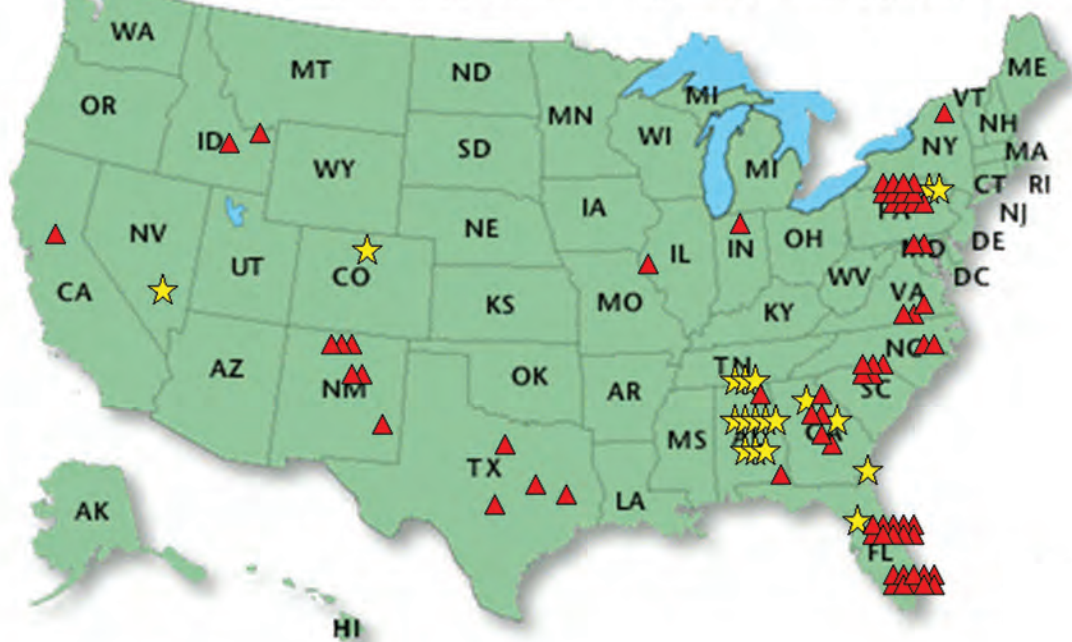
Motto: “Building a better tomorrow one student at a time”

Mascot: Cadet Ken

Civil Air Patrol's School Enrichment Program

▲ **Current School Enrichment Program
for Middle and High Schools**
69 Sites, 265 Teachers, 2,100 Students

★ **Prototype SEP Jr. Cadet Program
for Elementary Schools**
20 Sites, 300 Teachers, 7,000 Students



How has the School Enrichment Program helped you?

"It has helped me out academically. It has helped me to learn how to study better and get better test grades."

— Cadet Staff Sgt. Adam Smith

"I've had to really learn to pore myself over my work and strive to succeed. And that has helped me in a lot of these harder eighth-grade classes."

— Cadet Senior Airman Sam Gore

"It has really taught me to be open-minded toward other people's ideas and what they have to say. It really helped me learn to focus more and taught me humility."

— Cadet Airman 1st Class Wade Benefield

What are your goals?

"I'm going to be an Air Force pilot, either Air Force or Navy, as long as I get to fly and do what I love. I hope I can either be a Blue Angel or a Thunderbird pilot. That would be the best thing ever, doing tricks in front of spectators and making them happy."

— Cadet Staff Sgt. Ryan Erskine

"I'm working to get my pilot's license when I turn 18 and I'm hoping to go to college at Auburn, get an electrical engineering degree and go to work in Huntsville."

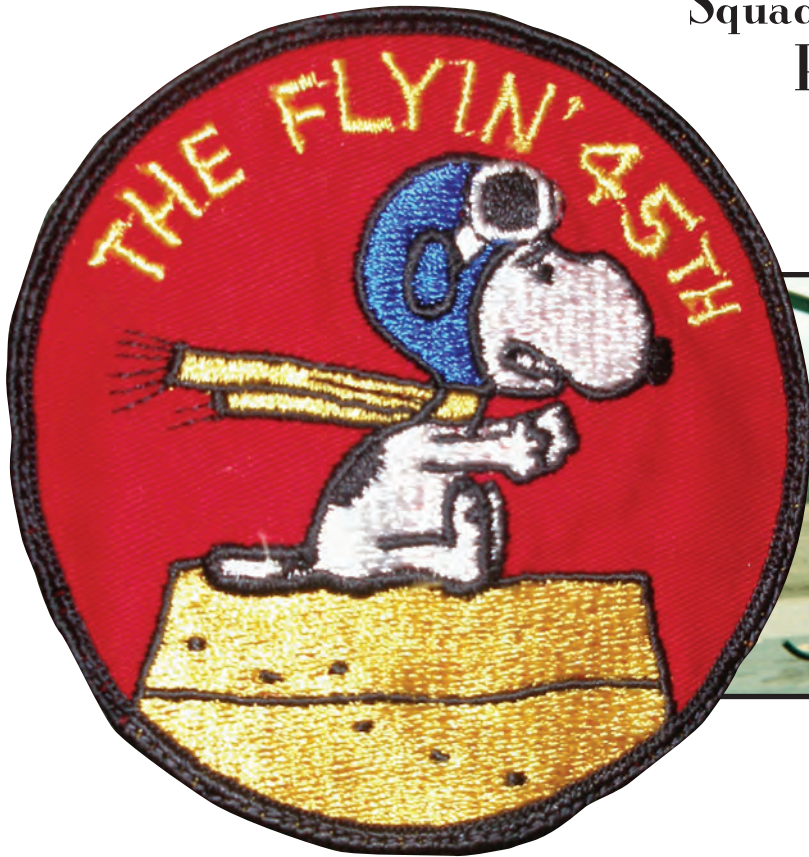
— Cadet Staff Sgt. Adam Smith

"I really think I may make a career of the Air Force and serve our country. And then I actually plan on getting into architecture."

— Cadet Senior Airman Sam Gore

A Sopwith Moment

Squadron Salutes Snoopy Patch's Creator



The original Snoopy Patch was created by Joseph Congleton Jr., above, in 1967. Forty years later, the patch continues to inspire the Sandy Springs Cadet Squadron. Congleton stands by his OH-23 helicopter during Warrant Officer Rotary Wing Aviation candidate training. He went on to use his aviation skills to serve his country in Vietnam. In a firefight on the ground, he sustained injuries that severely disabled him for life.

Strait said the patch is a wonderful symbol for the unit.

"It's one of the most unique patches in the Georgia Wing," said Strait. "It's very special to us."

Squadron Commander Lt. Col. Brian Berry noted, "The patch repre-

By Kimberly L. Wright

More than just a mere ornament on cloth, the Snoopy patch has been an integral part of the Georgia Wing's Sandy Springs Cadet Squadron's infrastructure for four decades.

Recently, the squadron celebrated the patch's 40th anniversary by paying tribute to the man who created it — former cadet and Vietnam War veteran Joseph Congleton Jr.

More than Fabric

The patch knits together the

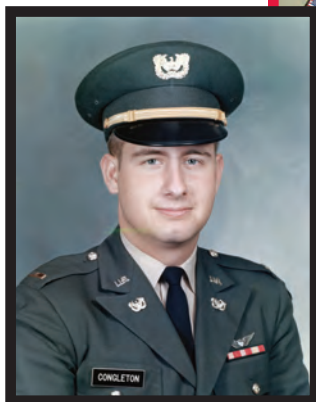
squadron's past, present and future. The squadron's newsletter is called "The Sopwith Camel," the name of Snoopy's imaginary aircraft he used to battle the Red Baron and the actual name of an aircraft the British flew during World War I. The patch is also prominently featured on the squadron's Web site at gawg.cap.gov/GA045 and, of course, on the cadets' uniforms. In fact, the squadron is often referred to as "the Snoopy squadron."

Cadet Commander 2nd Lt. Kyle

Lt. Col. Brian H. Berry, commander of the Sandy Springs Cadet Squadron, left, joins Joseph Congleton Jr., former cadet commander, holding a copy of the Snoopy patch, alongside Cadet 2nd Lt. Kyle J. Strait, current cadet commander. Inset, U.S. Army Warrant Officer 1 Joseph E. Congleton Jr. is shown in his uniform in this 1969 photo.



Photo by Maj. Michael A. Reed, Georgia Wing



sents the continuity of a squadron that has done some great things in the past and plans to do wonderful things in the future. It shows a determined Snoopy facing a difficult foe, taking a few hits on his doghouse and yet, with either a grin or a grimace on his face, working through his problems and facing his challenges.”

Birth of the Patch

In 1967, Congleton, then the

squadron’s cadet commander, was a young man with a bright future

ahead of him. “Joe was a very good cadet, very motivated,” said Harry Topliss, who succeeded him as cadet commander.

He and his good friends Topliss and Phil Braden decided the squadron should have a unique patch. Congleton created a sketch

showing Snoopy perched on the top of his doghouse in the guise of a World War I flying ace.

The Snoopy cartoons were very popular at the time. “The Flyin’ 45th” referred to the squadron’s charter number.

“We looked at each other and said, ‘Well, let’s see if we can get this approved,’” said Topliss.

Correspondence seeking approval to use the patch generated a personal letter from “Peanuts” creator Charles M. Schulz, who responded he was “flattered [they] should wish to do so.”

The determined Snoopy atop the doghouse has been the squadron’s emblem ever since.

“In hindsight, it’s a wonderful fluke of history, and I’m very, very proud to have had any association with it,” said Topliss.

The Ultimate Sacrifice

After graduating from Sandy Springs High School in 1968, Congleton received a nomination to the U.S. Air Force Academy. When flat feet kept him out of the academy, he enrolled at Georgia Tech to

“The patch represents the continuity of a squadron that has done some great things in the past and plans to do wonderful things in the future. It shows a determined Snoopy facing a difficult foe, taking a few hits on his doghouse and yet, with either a grin or a grimace on his face, working through his problems and facing his challenges.”

— Lt. Col. Brian Berry
Sandy Springs Cadet Squadron commander

Charles Schulz gave the Sandy Springs Cadet Squadron permission to use Snoopy in its patch in this 1967 letter to squadron member Harry Topliss.

pursue a degree in aerospace engineering.

He soon decided college life was not for him, so he joined the U.S. Army to become a helicopter pilot, advancing quickly through the training regimen. After graduating sixth out of 148 students in the advanced Rotary Wing Aviator Course, he was given the stick of the Army's newest weapon, the AH-1G Huey Cobra. Before long, the Army sent him to Vietnam.

While on a mission supporting special forces near the Cambodian border, Congleton was severely wounded when his detachment, part of the 1st Cavalry Division (Airmobile), was caught on the ground in an intense firefight. His war wounds left him with severe disabilities, including a diminished capacity to communicate and limited use of one arm.

Past Meets Present

The squadron recently honored Congleton during a celebration of the patch's 40th anniversary. The occasion included a presentation of a proclamation from the city of

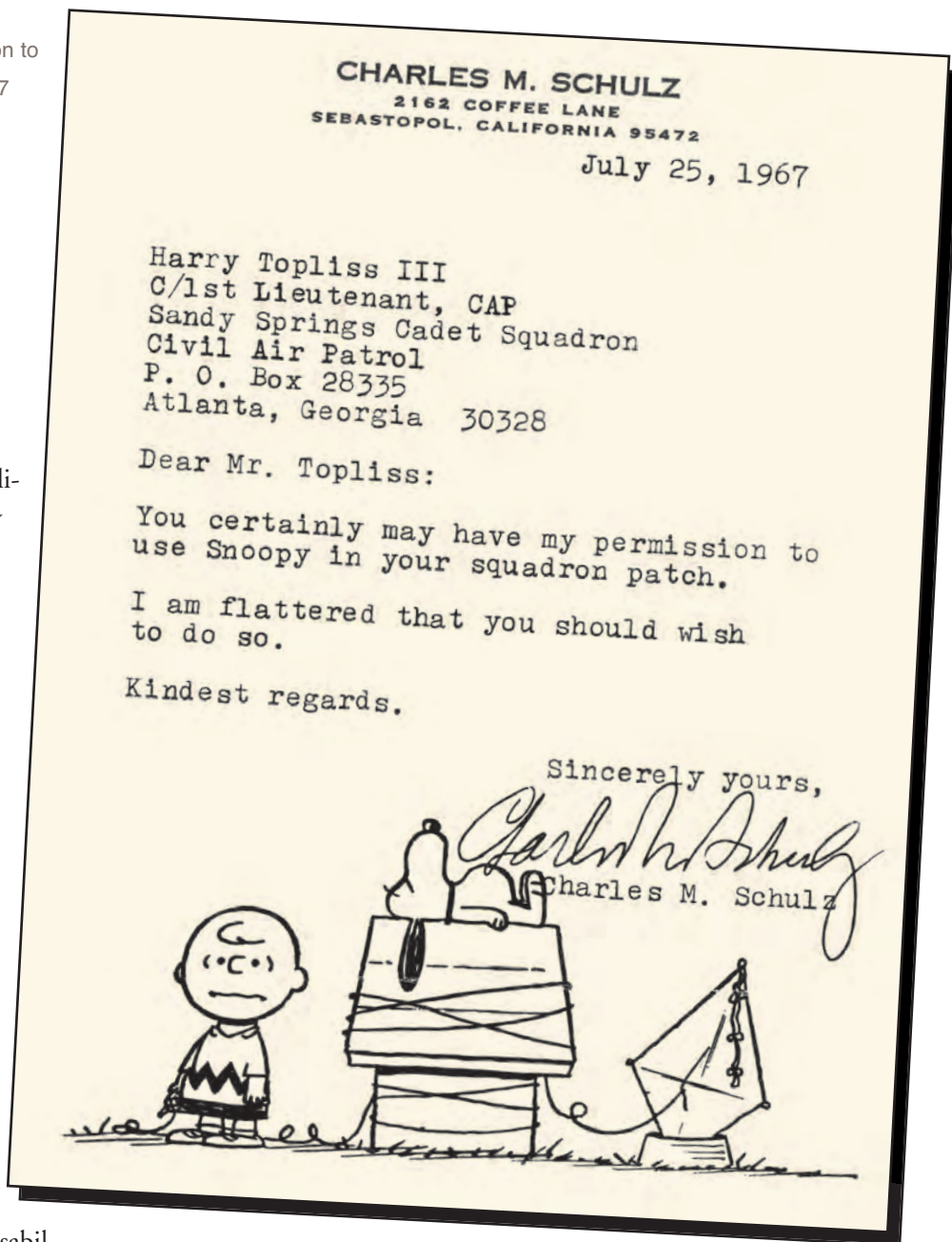
Sandy Springs honoring the unit for its longevity.

"It was more than just a celebration of a patch, a symbol. It became an opportunity to honor Joe Congleton for his service," said Berry.

Nancy Wilson, Congleton's sister,

said the honor meant a lot.

"He was very excited about being honored for creating the Snoopy patch," she said. "I know he is thrilled they are still using the patch today. Not many things you do in life still have an impact and meaning 40 years later." ▲



CAP Sleuth Tracks Down Rogue Distress Signals

Hawaii 'Find-O'

By Kimberly L. Wright

Using technical expertise and his love of a good mystery, the Hawaii Wing's Lt. Col. Randy Leval has found seemingly lost emergency locator transmitters, some in unlikely places.

Leval said he relies upon more than 25 years of experience as a police officer with the Maui County Police Department and a lifetime of communications experience dating back to his CAP cadet days to locate elusive ELTs.

Leval was called into action recently by Lt. Col. Tony Schena, the Hawaii Wing's director of emergency services, to locate a distress signal detected near the coast of Maui that had stumped the U.S. Coast Guard. He drove to the coordinates the Coast Guard provided, near Kahului, and scouted the scene with the aid of a handheld 121.5 radio receiver. But it was not until he moved away from the coordinates to the harbor that he hit pay dirt.

"You have to be a little bit of a detective and look at the probabilities," explained Leval. "For instance, I thought it was a good probability to go to the harbor because of the boats, since seagoing vessels also have special transmitters similar to ELTs that sound in distress situations."

Leval discovered the signal was coming from a large

shipping container on a trailer holding an aircraft — a white Hughes 500. The find had a Hawaiian flair, as Hughes 500 helicopters are commonly used by sightseeing companies in Hawaii, and one was featured prominently in the hit TV series "Magnum P.I."

He located and silenced the wayward ELT in less than three hours.

Try to Detect It

Leval's ELT discoveries have included some oddities. Once when searching in a residential area for an ELT, he discovered the signal was emanating from inside a home. "I'm pounding on the door and looking inside, and I can see a small puppy playing with an ELT," he said.

Another ELT search almost got Leval and his squadron down in the dumps.

After Kahului Airport personnel failed to track down a phantom ELT signal at the airport, the Maui Composite Squadron was put on the case. Leval found the ELT in a dumpster. The well-sealed container made detection on the ground difficult, but the satellite was readily picking up the signal through the top of the dumpster.

“Somebody had a box of stuff they threw away with this old ELT, and when they slammed it to the bottom of the dumpster, that set it off,” he said.

“We were talking about it after the find thinking, ‘Boy, if this thing had gone to the landfill the next day, it would have been difficult to locate and disable.’”

In another ELT find, Leval investigated a distress signal coming from the edge of a residential area in Lahaina. “I literally had to go digging through weeds after figuring out where it was,” he said. “Somebody tossed an EPIRB (emergency position-indicating radio beacon, the maritime equivalent of an ELT) into a pile of leaves thinking it was junk, but the battery was good enough to be heard.”

OJT via CAP

Leval, who joined CAP as a cadet in 1975, discovered through the organization a love for amateur radio and technology. He became a qualified radio operator and a qualified mission observer, both extraordinary feats for a cadet. “Back then, I used to run the net control one night

a week,” he said.

“I’ve been around not only the techie part of communications and electronics but also the operational aspect,” said Leval, who was in charge of the Maui County Police Department’s 911 communications center for five years. The center handles police dispatch for fire and medical emergencies.

Leval obtained a private pilot’s license, an interest linked to his CAP experience, and he is now a mission check pilot. As to what it takes to become a multifaceted volunteer, he noted, “The progression throughout the years is OJT (on-the-job training) and a lot of tinkering and determination. My experience with just radio in general helped out a lot, knowing how radio waves propagate in different situations and understanding reflections.”

Hawaii Wing Commander Col. Earl G. Greenia applauds Leval’s volunteerism: “Hawaii Wing is fortunate to have members like Lt. Col. Leval who have the skill and ability to respond to unusual situations. He is a tremendous asset to our wing, as well as the community.” ▲



Photo by Capt. Jack Dixon, Hawaii Wing

Lt. Col. Randy Leval of the Hawaii Wing’s Maui Composite Squadron, shown here in an old photo at an exercise at Wheeler Air Base in Oahu, Hawaii, is an expert at finding elusive emergency locator transmitters.

Forensic Anthropologist Preserves History

By Elizabeth Via Brown

By Elizabeth Via Brown

Even if it was filing papers and completing forms, Maj. Lynn Porter knew she could help the local unit of the Civil Air Patrol. That was back in 1988 at the Eagle Rock Composite Squadron in Idaho Falls, Idaho. Today she is a CAP major trained to serve as a ground team member, observer/scanner, incident commander and all functions in between. Porter currently lives in Pocatello, Idaho, where she attends Idaho State University.

Porter said she had no real search and rescue skills, but after starting out as a scanner/observer, she quickly learned the ropes. She credits CAP with giving her the confidence to pursue a field that helps families find closure. "I finally know what I want to do when I grow up," said Porter, a mother and grandmother.

Now a member of the Idaho Wing's Joe Engle Composite



Maj. Lynn Porter of the Idaho Wing's Joe Engle Composite Squadron is a master ground team leader.

Squadron and a master ground team leader, Porter became interested in handling and training search and rescue dogs in 1991 at a Rocky Mountain Region Conference. In 1996 she started an Idaho Wing K-9 program. She is partial to

German shepherds. She has had three, the last named Hannah, who died a year ago but was a familiar sight at Idaho Wing search and rescue exercises and real-world searches. Hannah and Porter logged more than 100 search and rescue or search and recovery missions. Their non-CAP missions also included homicide investigations and cemetery relocations. Hannah did so well, said Porter, the two teamed up to work not only on open lost-person cases, but also on cold cases, some with high-profile attention. While pursuing her studies at ISU, Porter is currently "dog less," but fully intends to train another K-9 as soon as possible.

"She is very knowledgeable and passionate about what she does," said Lt. Col. Lori Fletcher, inspector general of the Idaho Wing. Fletcher credits Porter with introducing her to canine search and rescue.



Photo by Gary Franklin

Maj. Lynn Porter works with her dog, Hannah, identifying graves along the Oregon Trail. Before her death last year, Hannah often attended Idaho Wing search and rescue exercises and missions.

Knowledge helps high-profile cases

Recently, Porter assisted the Oneida County Sheriff's Department with the reinvestigation of a remote site connected to the apparent murders of three girls. She used her equipment and knowledge to help sift through the evidence in hilly terrain where the bodies of two apparent 1978 homicide victims were found in 1981 and unidentified remains were found in 1986. Porter also has worked on other high-profile cases in Idaho.

With some credits in nursing,

she attended the College of Southern Idaho in Twin Falls in criminal justice and has put in more than 200 hours of independent study in forensic archaeology. A senior in anthropology at ISU, she plans to graduate next May with a bachelor of arts in anthropology and an associate degree in criminal justice administration from CSI.

Following graduation, she plans to attend seminars in forensic archaeology, possibly even obtaining a master's degree in a forensics program. She intends to pursue a career working with law enforcement in forensic anthropology. As

her ISU senior project, she is seeking "members of the Doe family" in all 44 counties in Idaho in an attempt to match them to missing persons through DNA and forensic material.

Forensic anthropology, she said, is the use of detailed knowledge of the skeletal anatomy to assist in the identification of remains and to identify the cause of death. It's not a glamorous job, she said, but a very important one that allows families to have closure and history to be preserved.

"It gets into your blood," said Porter. ▲

By Neil Probst

It wasn't the adrenaline rush of "chasing Patton all over Europe," but Civil Air Patrol Maj.

Russell Loomis nonetheless savored his visit to National Staff College.

The Army Air Corps veteran flew the A-20 Havoc during World War II. During missions that sound similar in some respects to CAP's present-day aerial imaging, Loomis, now 84, would fly reconnaissance. He flew the first of 28 missions just prior to Christmas in 1944.

His plane dropped photo

bombs that illuminated the European landscape below so on-board cameras could snap photographs, which made their way to

high-level war planners.

Loomis joined 96 other CAP colleagues for NSC, the premier, executive-level in-residence school



Photo by Susan Robertson, CAP National Headquarters

Lt. Col. Michael Sperry, left, Maj. Frank Marcial and Lt. Cols. Melanie Capehart and Newton Muehleisen study together during Civil Air Patrol's National Staff College held recently at Maxwell Air Force Base. Ninety-seven CAP volunteers graduated from the school, which prepares CAP members for leadership roles within the volunteer organization.

Staff College Shapes CAP Leaders

Volunteers Take Critical Step Closer to Wilson Award, Higher Command

that attracts top officers from across the nation. They come to prepare for high-level leadership, and, along the way, they enjoy learning about each other.

For Maj. Jacqui Sturgess, the school's reputation as an elite source of "personal and professional growth" brought her to Maxwell Air Force Base.

Born in England, Sturgess directs the Northeast Region's aerospace education program. She also enjoys time behind the yoke of a Cessna 172 at least once a month.

A Manhattan resident, she was inspired to join CAP after the World Trade Center attacks in New York City.

At NSC, Sturgess said she enjoyed bonding with her CAP colleagues, as evidenced by the high-five she received from Col. Peter Jensen on graduation day.

"I have to say my expectations have been more than met," said Sturgess.

"I'm very impressed. It was a wonderful week of top-notch speakers, first-class presentations, and so much stuff to think about and take home," she said.

Premier civilian, military and CAP speakers presented information, and then the volunteers broke into 10 flights to discuss the lectures and compete in team leadership exercises. The topics addressed challenges members

encounter in CAP as well as their daily lives.

Sturgess said she'll take the lessons she learned back to the Northeast Region and apply them in her aerospace education work.

Lt. Col. Peggy Myrick, NSC director, said the graduates must complete NSC to earn their Gill Robb Wilson Award, the highest award given to members for professional development.

Wilson, regarded as a founder of Civil Air Patrol, conceived of the need for the organization before World War II. He directed efforts that led to CAP's creation, and his work was blessed by U.S. leaders of his day, including Gen. H.H. "Hap" Arnold and the Civil Aeronautics Authority.

A desire to earn the honor was definitely one reason Lt. Col. Amos Plante came to NSC as a student in 2001.

In 2007, he spent the week assisting Myrick as her deputy director.

Plante, the Louisiana Wing's chief of staff, said he always shares what he learns at NSC with the members of his wing.

"I spread the gospel," he said, with a smile.

His impression of being at NSC again mirrored what the 2007 graduates all felt.

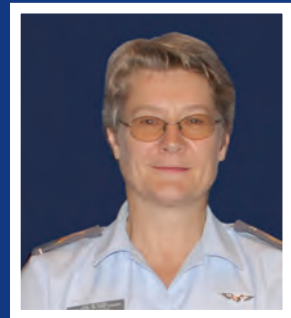
"It's been wonderful. I've enjoyed every minute of it," he said. ▲



Lt. Col. Amos Plante



Lt. Col. Peggy Myrick



Maj. Jacqui Sturgess



Maj. Russell Loomis

A WIN-WIN PARTNERSHIP

Vanguard Industries and CAP have a unique, and mutually beneficial relationship

By Janet Adams

Every time you order CAP-related items from vanguardmil.com or its catalog, you may not have noticed the company retained the same three-digit numbers you were used to when ordering from CAPMart prior to 2006 when the change in vendors occurred. You may have noticed that shipping costs are now pegged to item weight. And you no doubt will like the recently added convenience of choosing a shipping method. But are you aware that every purchase by a CAP member generates royalties that benefit the entire membership?

This mutually beneficial business partnership was initiated by Vanguard director John McClain and facilitated by former CAPMart director Rita LaBarre (currently, CAP membership services and development assistant). When McClain became aware of the close affiliation of the U.S. Air Force with CAP, he realized that, as providers of insignia, medals and clothing to the Armed Forces since 1918, Vanguard was in the unique position of being able not only to offer



Photo by Lt. Col. DeEtte Riley, Pennsylvania Wing

Funds from the CAP/Vanguard royalty agreement are helping make this new rappelling tower, currently under construction, a reality.



Pennsylvania Wing then-Cadet Maj. (now Cadet Lt. Col.) Sean McIntyre, fourth from left, accompanied by other Pennsylvania Wing members, presents a check representing the first payment for a new 60-foot rappelling tower to the contractor, John Moriarity of Kemper Excavation, second from left, during a recent ground-breaking ceremony at the Col. Philip Neuweiler Ranger Training Facility at Hawk Mountain, Pa.

a pertinent range of quality products to CAP, but also to contribute financially to a worthwhile volunteer organization. In designing this partnership, a special royalty agreement was devised to return a percentage of all CAP/Vanguard sales to CAP. These funds are then combined with matching CAP funds to upgrade training facilities across the country.

Does the money really make a difference? Just ask Wing Commander Col. Mark A. Lee at the Col. Philip Neuweiler Ranger Training Facility at Hawk Mountain, Pa. "We have a new 60-foot rappelling tower, hot showers and a great four-wheel drive Bobcat thanks largely to Vanguard royalties," he said.

"In addition to improvements at Hawk Mountain, Vanguard royalties also contributed to recent improvements at the Blue Beret training facility at Oshkosh, Wis.," said Don Rowland, CAP National

Headquarters executive director. "I believe our partnership with Vanguard will continue to produce not only a much-needed uniform resource for our members but also a great benefit in the form of top-notch training facilities for our future. This is truly a mutually beneficial corporate agreement."

Vanguard is constantly upgrading customer service and expanding its product lines, with the increase in royalties going into CAP coffers for refurbishing training facilities nationwide. Additionally, Vanguard supports CAP's annual national conference and sets up booths at various

wing and region conferences to showcase new products.

Partnerships like the CAP/Vanguard Industries affiliation offer a definite win-win scenario. ▲

Online Shopping

Vanguard shopper Capt. Anthony Beresford of the Alabama Wing enjoys the convenience of shopping online at vanguardmil.com.

"They have a great online system. The site is easy to navigate, order confirmations are prompt and you can get updates on when to expect shipping."

Beresford also appreciates the personal customer service he receives when calling about or placing an order. "Charles Bostwick is most helpful, and he will go the extra mile to see that you get the right item in a timely manner."

Editor's Note: In the near future, software changes will permit accurate tracking of orders through various Vanguard departments, which will also speed up order completions. Online orders may be placed at www.vanguardmil.com; by fax to 757-857-0222 or by phone at 1-800-221-1264.

A Legend Reborn

CAP Subchaser Crafted Handmade Sports Cars



Brian Cunningham, inset, is restoring one of his grandfather's rarest cars, the Cunningham C-3. "You can learn a lot about someone by exploring something they made," he said.

by Jennifer S. Kornegay

Former Civil Air Patrol member and auto racing legend, the late Briggs Swift Cunningham, lived his entire life in pursuit of his passions. The World War II CAP subchaser designed and built race and street-cars in the 1950s and '60s — the Cunningham C-1 through C-6 — that are highly prized today by sports car collectors. He was also a highly regarded sailor who skippered the Columbia to successfully defend the 1958 America's Cup.

Brian Cunningham, co-owner of a Porsche dealership in Lexington, Ky., shares his grandfather's sense of adventure, and in an effort to reconnect with the man he so

admires, is restoring a Cunningham C-3. He's repainting and revamping it, and ultimately it will be a car that is not only beautiful but also fun and easy to drive.

"It is such a rare and unusual car and, regardless of being connected to it by family, I enjoy the design," he said.

Briggs turned his attention to the fledgling Civil Air Patrol and became a subchaser when he was rejected by the military for unknown reasons. He contributed to the war effort alongside hundreds of fellow CAP members by flying up and down the Atlantic and Gulf coasts in search of enemy submarines.

While his direct involvement with CAP ended sometime after the war, Brian said he has every reason to believe his grandfather supported the missions and goals of CAP until his death in 2003.

"I don't know as much about my grandfather's service with CAP as I'd like to," he said. "But I know he loved to fly, and he was a very generous man, very committed to the things he believed in. I'm sure CAP was one of those things."

Briggs was also a trailblazer in the golden era of racing, a worthy peer of auto manufacturing and racing names like Lamborghini and Ferrari. "All the great sports cars and

great sports car men came from the '50s," he said. "My grandfather looked at the way American auto manufacturing was going and didn't agree. He thought people should be going for performance and handling in a car, so he took it upon himself to do something he thought was different and better."

Briggs owned and raced Jaguars, Ferraris, Corvettes and many other cars, but he is best known for constructing about 40 handmade sports cars in six variations under his own name.

"He had this aspiration to build a

quality race car, to build the best American race car using American equipment and made by American engineering and labor," said Brian. "That's why he used Hemi power and Firestone tires."

His ultimate goal was to win the 24 Hours of Le Mans (considered by most auto racing enthusiasts to be the greatest endurance race) in an American car with American drivers. Though he never achieved that goal, he, his team and his cars dominated U.S. sports car racing for years.

The Cunningham models desig-

nated as street cars were initially created so Briggs could earn the auto manufacturer status required to compete at Le Mans. "They were the fastest production cars at that time and the most expensive," said Brian.

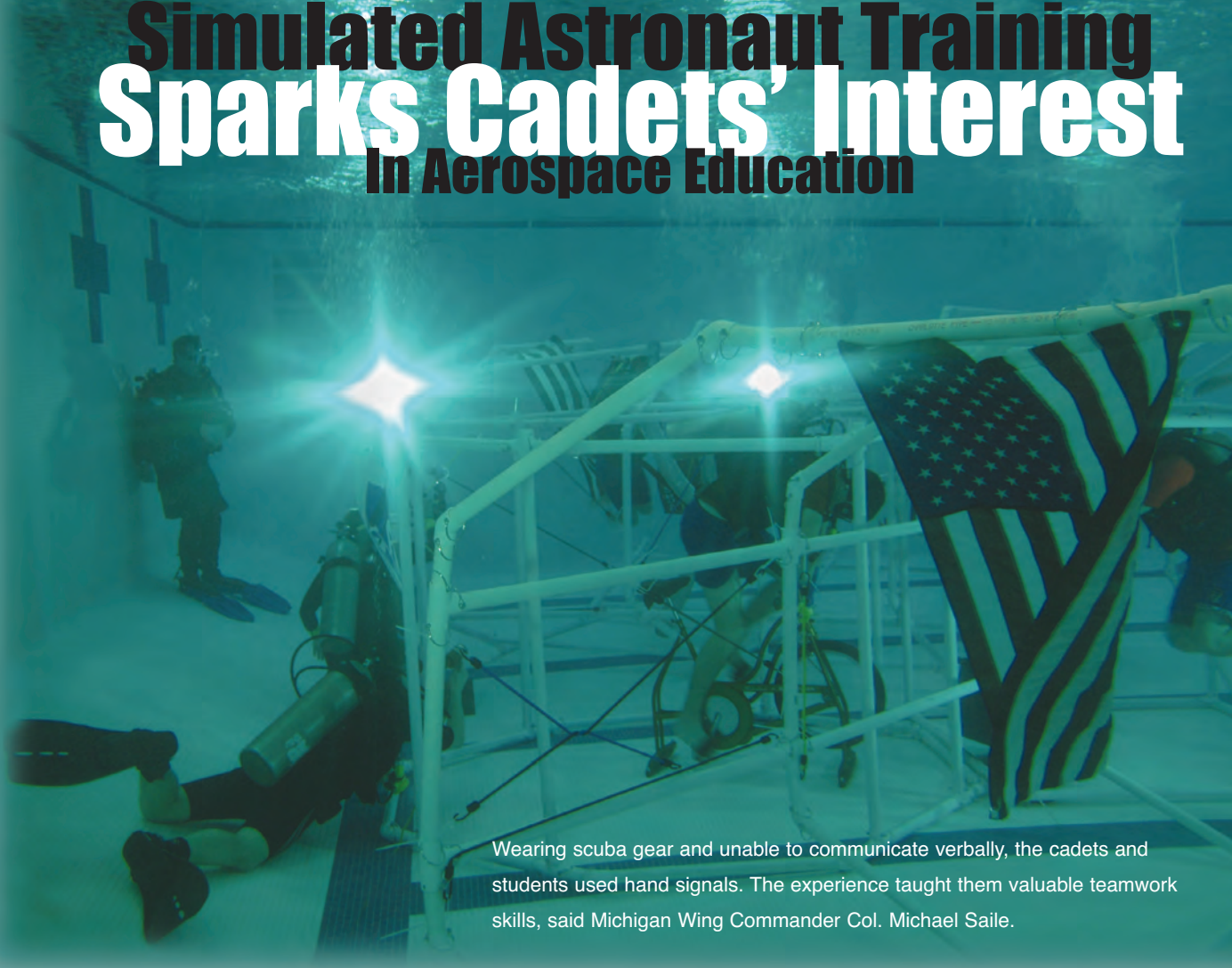
In addition to the Cunningham C-3, Brian cherishes one other special possession — an airplane carved out of ivory that was given to Briggs for his CAP service.

"It was passed down to me," he said. "I know it meant something to him, so it means something to me." ▲



Briggs Swift Cunningham poses with the plane he flew as a Civil Air Patrol World War II subchaser.

Simulated Astronaut Training Sparks Cadets' Interest In Aerospace Education



Wearing scuba gear and unable to communicate verbally, the cadets and students used hand signals. The experience taught them valuable teamwork skills, said Michigan Wing Commander Col. Michael Saile.

By Scott Johnson

At first, Cadet Tech. Sgt. Emily Selim, 14, wasn't sure what to expect from the program.

"My dad said, 'Emily, you're applying for this.' It sounded fun, so I did," she said.

Now, she can barely contain her enthusiasm for neutral buoyancy, an exercise usually reserved for astronaut training, in which she and 11 other Michigan Wing cadets constructed a simulated section of the international space station in a

weightless environment (a swimming pool at a local high school). The program included scuba training.

"It was incredibly amazing fun. It was probably the best experience I've had in my life," said Selim, whose interest in working with space travel has blossomed into a mission specialist career.

"I think it gave me a little bit of a boost to realize this is what I'm interested in," said Selim, a member

of the wing's Highpoint Composite Squadron.

Neutral buoyancy had a similar effect on the other cadets, said 1st Lt. Howard Morris, the wing's public affairs officer. One cadet, for instance, who planned on becoming a doctor now hopes to work as a doctor for NASA, said Morris, who shot a video of the neutral buoyancy lab project.

"It sparked enthusiasm about space and space travel and all the

occupations that might contribute to that,” said Russ Billings, a CAP Aerospace Education Member, a NASA educator astronaut teacher and a physics teacher at Kearsley High School in Flint, Mich., where the lab was held. Twenty-eight of his students joined the cadets as participants in the program.

Cadet Tech. Sgt. Dannie Fountain of the wing’s Selfridge Cadet Squadron said she had no interest in becoming an astronaut before the program

but now lists it as one of her top three career aspirations, along with becoming a fighter pilot or working in law enforcement.

A Head Start

The lab experience, along with the rigorous application process that mirrors the one used for astronaut trainees, provided a great head start in achieving that



photo by Capt. John Benavides, Michigan Wing

Astronaut Chris Cassidy, who went through NASA training with Civil Air Patrol Aerospace Education Member Russ Billings, helped with the neutral buoyancy lab.

goal, she said, adding, “I definitely think if I’m going to be an astronaut, I’ve got a leg up.”

The 13-year-old Fountain highly recommends the program to other

young people interested in space travel.

“I think it would be a great experience for Civil Air Patrol cadets especially, and anyone interested in that whole space thing,” she said.

Looking to the future

Already, the program has paid off for Morris, who was invited to join the ASSET Education Foundation Board founded by Billings.

“I think what he (Billings) has going on is just a phenomenal program for young people, including Civil Air Patrol cadets,” said Morris.

Billings said he hopes to expand the neutral buoyancy lab into a National Cadet Special Activity.

“It’s an excellent opportunity for the Civil Air Patrol to interject itself into public schools,” he said. ▲

1st Lt. Debbie Sandstrom of the Michigan Wing contributed to this story.



Civil Air Patrol cadets, from left, Tech. Sgts. Emily Selim and Dannie Fountain, 2nd Lt. Walter Dumont and Sgt. Jillian Haskins take a break during the neutral buoyancy lab project.

Surviving the Alaskan Wilds

New Cold Water

Survival Gear

Ratchets Up Wing's

CAPabilities



Photos courtesy of Mustang Survival

Adding cold water immersion suits to their stock of survival equipment will allow the Alaska Wing to expand its search and rescue reach.

By Kristi Carr

W

With its cold temperatures, remote and vast territory, range of terrain and wildlife, it is perhaps not surprising that 90 percent of Alaska's residents have a first- or second-hand experience with CAP search and rescue.

Two Alaska legislators — Sen. Ted Stevens and Rep. Don Young — can vouch for the statistic. Young was rescued by CAP in the 1950s when he broke his ankle on a trip in the Alaskan wilderness. The rescue of Stevens in 1978 was more dramatic. The small private jet he was traveling in crashed shortly after takeoff from Anchorage International Airport, claiming the life of his first wife, Ann, as well as others.



Photos courtesy of Mustang Survival

Floatation devices and radio beacons are built into the Alaska Wing's immersion suits.

THE RIGHT EQUIPMENT

Having the right equipment to handle emergency situations is so important in Alaska that the state issues a quarterly publication listing what campers and day-trippers need, depending on the season. The list, however, is frequently ignored.

Alaska Wing Commander Col. Carl Brown told the story of an elderly gentleman who, earlier this year, took off in a four-wheel ATV in good weather on what he thought would be a trip lasting just a few hours in the remote northwestern portion of the state. But there was an abrupt change in weather and the ATV couldn't make it back across the considerably altered landscape. CAP arrived on the scene just before exposure won out. "Let's just say he was very glad to see us," reported Brown, adding that, "most don't survive if they don't have the proper equipment."

The list of emergency equipment mandated by state law that Alaska CAP members must carry on flight operations substantiates the potential challenges of its rescue missions. In addition to a week's worth of rations and a mosquito head net per person, materials to start a fire and two small signaling devices (such as mirrors, smoke bombs and flares), the list includes an axe or

hatchet, a first aid kit, fishing tackle and a knife. For winter survival, four additional items are required — snowshoes, a sleeping bag, a wool blanket and a firearm.

Firearm? Yes, Alaska has an exception to the CAP regulation barring members from carrying a firearm during a mission. "I am often asked," Brown said, "what the best firearm to carry into the Alaska wilds is, considering dangers from bears and other wildlife. All jokes aside, the best 'tool' for any job is one the individual can safely use effectively. And, more importantly, it is the one that gets the job done."

THE RIGHT RESPONSE

The Alaska Wing's search and rescue capabilities were considerably expanded recently, thanks to a \$500,000 boost in its survival equipment allocation from Congress.

The hefty increase will be used to purchase 100 cold water suits, each designed to limit exposure and each equipped with a flotation device and EPIRB (emergency position-indicating radio beacon), a one-way radio transmitter capable of being tracked by satellite or dispatched planes. There will be enough money to also pay for 20 survival rafts and training to use the new equipment.

Volunteers buy their own equipment and this partic-



Shown here with former CAP Cadet Naythen Hansen on the steps of the U.S. Capitol in 2002, Sen. Ted Stevens, R-Alaska, has been a strong advocate for the Civil Air Patrol, especially since his own rescue in 1978. Stevens, a former World War II pilot for the Flying Tigers of the 14th Air Force, served as legal officer for CAP's Alaska Wing in the late 1960s. Earlier this year, he sponsored legislation that provides survival gear for 10 CAP squadrons near Alaska's coast.

ular survival gear was simply not affordable, said Brown. So, before the legislation, the Alaska Wing concentrated on rescues for which it was equipped.

"We have 10 coastal squadrons, but we weren't able to venture too far off the coastline," he said.

"The exposure suits will give downed aircrew approx-

imately 8-14 hours of survivability," Brown estimated. "That can't help but be appealing to someone in frigid water with no protection other than a float and a survival window of a slim 15 minutes."

THE RIGHT TIMING

"Securing this funding has been a long time coming," said Brown. "This is a project we worked on for at least six years." He credits Sen. Stevens, Rep. Young and Sen. Lisa Murkowski for their vigorous support.

As either the chairman or a ranking member of the Defense Appropriations Subcommittee in the Senate since 1981, Stevens has provided funding in the past for purchasing CAP aircraft, and he authored current legislation for the survival equipment, Brown said.

"It has always been one of my priorities to see that CAP has the proper resources needed to accomplish its mission," said Stevens. "This new funding gives the Alaska Wing exciting capabilities, which will increase their lifesaving capabilities and improve the safety of our search and rescue personnel."

THE RIGHT STUFF

In addition to all the right equipment, there is one other essential tool members must always take with them on a mission. Brown calls it the Alaskan mentality: "It's a self-reliant, frontier-style, can-do attitude."

"I know the majority of our CAP members would, without hesitation, take considerable risk to search for and rescue others," he said. ▲

“I know the majority of our CAP members would, without hesitation, take considerable risk to search for and rescue others.”

*— Col. Carl Brown,
Alaska Wing commander*

Alaska Is Special: Bigger, Wilder, Colder

Using Anchorage as a fulcrum, the Alaska Wing's range can take CAP members all the way to remote Kotzebue, a village some 450 nautical miles to the northwest going toward Russia, or to Sitka a village about 475 to 500 nautical miles in the opposite direction to the southeast. The Alaska Wing covers this area with 18 squadrons, 10 of them on the coast, and about 1,200 members.

Alaska has more undeveloped, remote territory than not; its terrain includes mountains, tundra, arctic ice, islands and ocean. Its land mass is equal to about one-third the size of the continental U.S., yet it has less than half the road system of the state of Rhode Island.

Seventy percent of Alaskan villages and cities rely on air travel as their only means of year-round transportation. Though not a populous state when it comes to humans, Alaska boasts a bounty of wildlife, which often figures into rescue calls. An encounter with a brown bear weighing in at more than a ton and standing 7-8 feet tall on its hind legs, for example, can lead to serious injuries. Even mosquitoes — dubbed by some to be the state bird — are a real danger. A swarm can set off a stampede of caribou or wild buffalo, and their collective venom can actually disable a person.

Then there's the cold, winter temperatures that dip as low as -60 degrees Fahrenheit, not counting the wind chill. Even in warm weather, water temperatures in inland lakes and streams rarely exceed 35-40 degrees.

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Mission Efficiency: For SARCAP/REDCAP missions, the EXACT search pattern flown is depicted graphically over topographic, aeronautical, and street-level maps. Mission commanders (on-scene and remotely) can modify search plans and redirect mission aircraft to assure the complete coverage of high-value search areas.

Mission Safety: CAP operates its missions with the highest degree of safety always in mind. The harsh reality is that search and rescue is dangerous work. With real-time tracking, the status of any aircraft is always known to mission commanders. In the event of an emergency off-airport landing, real-time satellite tracking helps take the "search" out of the equation when CAP must rescue their own.

Aircraft can also be equipped with voice telephone service available to all crew members through the audio panel. Outgoing calls can be limited to preset destination, assuring phone use is limited to CAP operations. Two-way text messaging provides a fast, efficient alternative to voice, allowing the use of pre-configured messages such as fuel status, mission tasking, etc.



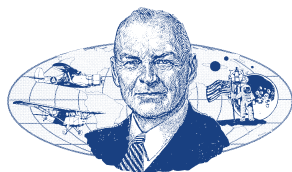
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Achievements



Gill Robb Wilson Award

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

Maj. David A. Thompsen	AK
Maj. Joel K. Buckner	AR
Lt. Col. Jessica C. Black	CA

Master Sgt. Cynthia S. Smith	CO
Lt. Col. Antonio O. Lima	FL
Lt. Col. Earle A. Partington	HI
Lt. Col. Raymond E. Walden	IL
Lt. Col. Eric G. Haertel	MD
Maj. Marco E. A. Soave	MER
Maj. Melissa Plum	MO
Lt. Col. Michael E. Dolan	NJ
Lt. Col. Shannon D. Harlan	OR
Lt. Col. Donna L. Ryan	OR
Maj. Charles W. Sattgast	OR
Maj. Charles W. Watson	TN



Gen. Carl A. Spatz Award

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

Devin K. Boyle	CA
Everett P. Hill	CT
Maria T. Mangano	IL
Elizabeth J. Peters	MD
Janice A. Watson	MD
Charles W. Matthews	NM
Charles E. Watson	TN
Robert H. Hawk	UT



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 September and October.

Capt. Anthony G. Beresford	AL
Lt. Col. Eddie B. Binkley	CO
Maj. Michael F. Ernst	FL
Maj. Elizabeth M. Mathis	FL
Maj. Sergio B. Seoane	FL
Lt. Col. Lee I. Taylor	FL
Lt. Col. Gordon A. Larson	IL
Maj. R. A. Maciejewski	IL
Maj. Andrew P. Downey	KS
Lt. Col. Brian C. Altmiller	MD
Maj. Robert E. Couch	MD
Maj. George R. Murray	MD

Maj. Marco E. A. Soave	MER
Maj. Larry E. Bailey	MI
Maj. Sondra R. Davis	MI
Maj. Daniel S. Thompson	MI
Maj. Eric D. Grubb	MN
Lt. Col. Robert E. Dehner	NHQ
Capt. Cricket L. Arens	NV
Maj. John P. Giles	NV
Maj. Gregory Guy	OR
Maj. Charles M. Roesel	OR
Maj. Harold J. Frankel	PA
Maj. Rita Marie League	PA
Capt. William W. Parish	PA
Maj. Julia A. Postupack	PA
Maj. Robin D. Hawk	RMR
Maj. Douglas E. McCurry	SC
Capt. Darlene J. Ferris	SER
Maj. Harold B. Wilson	TX
Lt. Col. Kent S. Wright	UT



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 September and October.

Bryan L. Davis	AZ
Devin K. Boyle	CA
Kristopher A. Poskey	CO
Stefanie L. Burton	DC
Mitchell B. Campbell	FL
Patrick C. Griffith	FL
Matthew A. Kelly	IA
Jeramee G. Scherer	IL
Aaron J. Ullrich	IL
Joy A. Bork	KS
Michael H. Breiling	MI
Nicholas H. Attardo	NJ
Christine S. Flatt	NM
Nichole L. McCandless	PA
William J. Romesberg	PA
Felcar De Leon	PR
Dennis J. LaFreniere	TN
Cesar P. Riojas	TX
Hayley A. Gardiner	WA
Matthew G. Lenell	WA



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Great Lakes

Ohio cadets experience thrill of powerless flight

OHIO – Cadets from Firelands Composite Squadron recently enjoyed a first-hand encounter with nonpowered flight, courtesy of an instructor pilot in a Civil Air Patrol glider. The cadets not only took to the air, they also served as wing runners, helping move the glider into place on the runway for towing aloft by a powered plane, then running alongside the glider to make sure its wings were level as it approached takeoff. They learned that a glider, once released, can soar on thermals created by the heating of the earth's surface, often remaining in the air for hours.

"It was kind of scary taking off," Cadet Airman Basic Joseph Kreglow commented after his first glider flight. "But it was nice and smooth after we released. Overall, it was great! I can hardly wait to do it again!"

Added Cadet Staff Sgt. Francisco Martinez: "It is an experience that cannot be explained in words. You have to try it yourself." >> Capt. Lori Douglas

Maj. Milton Moos of the Columbus Senior Squadron guides Cadet Staff Sgt. James Kreglow in steadying the wing as the glider gains speed for takeoff.

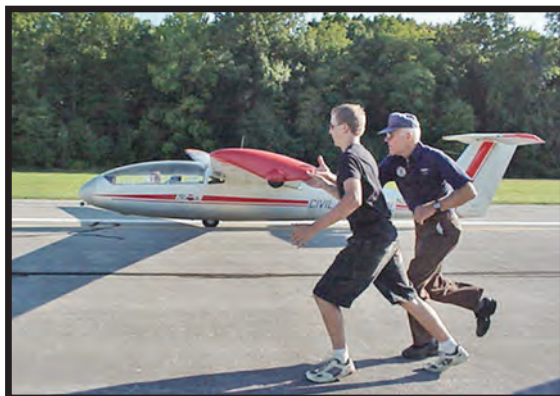


Photo by Capt. Lori Douglas, Ohio Wing

Middle East

Squadrons combine ground training with exposure to public safety operations

MARYLAND — Members of the Howard and Fort McHenry composite squadrons spent a full weekend recently combining ground training with a look at public safety operations. After starting with instruction on how to pick a camp site location and set up camp, the CAP members divided into five- to seven-member "hasty search" teams. Then came a trip to the new Howard County Public Safety Training Center, where Police Aviation Unit officers briefed them on the capabilities of the unit's helicopter and on landing-site preparation and landing procedures. The CAP participants also heard a presentation by the Howard County Police K-9 Unit, which demonstrated the dogs' capabilities and told them how to work with police canine units during searches and how to set up search perimeters. The week concluded with a tour of the county's mobile incident command post.

The search teams then returned to the Base Camp to pick up gear before departing for Howard County's Middle Patuxent Environmental Area, where they practiced the use of rope "Swiss seats," compasses, maps, hasty searches and how to respond when people are injured or missing. By the time they returned to Base Camp, darkness had fallen, so each team received hands-on training in using a third-generation thermal imaging camera to detect missing people. That night, in appropriately frigid surroundings, the teams learned about winter operations and how to avoid hypothermia while camping at freezing temperatures. >> 2nd Lt. Walter Murphy



Photo by 2nd Lt. Walter Murphy, Maryland Wing

Cadet Airman Joni Taylor, foreground, learns how to use a compass with help from Maj. Terri Taylor, right, while 2nd Lt. Jason Kerpelman observes.

North Central

Cadets Witness Thunderbirds' In-Flight Refueling

MINNESOTA – Rather than travel to an airshow to gaze overhead at the world-renowned U.S. Air Force Thunderbirds soaring above, members of the St. Cloud Composite Squadron took to the air themselves to watch the demonstration team's seven F-16 fighters being refueled in flight. Eighteen cadets and five senior members flew across four states in a KC-135 Stratotanker winging its way to western South Dakota to refuel the Thunderbirds after an engagement in Ohio. The Stratotanker, which can off-load 6,500 pounds of fuel per minute, crossed North Dakota, South Dakota, Wyoming and Nebraska during its three-hour mission.

Each of the thirsty Thunderbirds was refueled in about 40 seconds, according to cadets timing the activity.

"They (the cadets) had lots of good questions and were a lot of fun to have on board," Air Force 1st Lt. Joseph Smith said. "I knew little about CAP prior to the flight, but after being around the cadets I have to say, 'What a great program for young people.'"

Capt. Pat Cruze, who organized the visit through the 319th Air Refueling Wing at Grand Forks Air Force Base, said, "The most beneficial part of the trip was taking these teenagers at a decision point in their life and allowing them to see men and women only a few years older than them working with cutting-edge technology. "The tour exposed the cadets to America's finest, and hopefully the lasting impression the cadets got is 'I can do that, too,'" said Cruze.

>> Capt. Richard J. Sprouse



Photo by Capt. Richard J. Sprouse, Minnesota Wing

St. Cloud Composite Squadron cadets disembark from the KC-135 Stratotanker they rode in during a mission to refuel the U.S. Air Force Thunderbirds.

Northeast

New Jersey cadets take remote-control route to flying

NEW JERSEY – Bayshore Composite Squadron cadets spent a weekend recently practicing their flight skills without ever leaving the ground. Rather than taking orientation flights in Civil Air Patrol aircraft, they were behind the controls of remote-controlled planes as part of what Capt. Ulric "Rick" Gordon-Lewis, the squadron's commander, called the Sparrow Flight Academy.

Gordon-Lewis arranged a full two days of instruction, flying and outdoor camping for nine selected cadets. A remote-controlled aircraft enthusiast, he first conceived of the idea during the spring, then followed through by partnering with members of the Mercer County Radio Control Society, who have a flight park in Hightstown, N.J.

Cadets were asked to apply for the flight academy, which Gordon-Lewis wanted to keep small. One of those who accepted, Cadet Capt. Carlos Pineda Jr., said he was "having a great time. I've been waiting all my life to fly one of these."

The instructors in the remote control society said the first-time flyers were "doing really well, given the short time they've been here." >> 1st Lt. Mark Swanson

Capt Ulric Gordon-Lewis, commander of the Bayshore Composite Squadron, guides Cadet Senior Airman Jake Popisil's remote controls during the squadron's first Sparrow Flight Academy.



Photo by 1st Lt. Mark Swanson, New Jersey

Pacific

Squadron steps up training for high-demand situations

CALIFORNIA – With California Wing authorities mindful of the demands that an unusual, extended mission like the search for Steve Fossett can mean for participating Civil Air Patrol members, Jon E. Kramer Composite Squadron recently hosted an exercise designed to train new mission base staff, aircrews and ground teams. The exercise planners — Lt. Col. Mitch Richman of Group 2 and 1st Lt. Mike Dachs and 2nd Lt. Jackie Tubis, both of Kramer Squadron — deliberately designed tasks intended to overwhelm the incident commander and operations branch trainees. The exercise also provided opportunities for aircrews and ground teams to finish their advanced training requirements for new emergency services ratings.

The incident commander trainees were forced to make creative decisions to cope with:

- more missing aircraft targets and emergency beacon signals than they could possibly have enough CAP members on hand to handle;
- a simulated earthquake and aftershock requiring the entire base to run on a generator;
- a simulated radio operator injury; and
- radio communications failures.

Members also took turns becoming familiar with the two computer systems used most often during CAP missions, the Oregon Wing's Incident Management Utilities and the U.S. Air Force's Web Mission Information Reporting System. >> Maj. Alice Mansell



Photo by Maj. Alice Mansell, California Wing

Sr. Mbr. Elsie Lam of the Jon E. Kramer Composite Squadron grins proudly after wrapping up her first flight as a scanner trainee.

Rocky Mountain

Colorado Wing holds inaugural Aerospace Education Day

COLORADO – The Colorado Wing recently held its first-ever Aerospace Education Day, which featured such activities as a fly-in, aviation museum tour, static aircraft display and presentations at Platte Valley Airpark. Senior members, cadets, friends and family were joined by special guests from various institutions for the activities and a fully catered barbecue luncheon. Professional pilots from the airpark's Vintage Flying Aero Museum also put on an impressive aerial demonstration with their vintage aircraft.

Cadets competed for prizes in drill competition, provided flight-line marshalling, assembled CAP sailplanes, provided color guard ceremonies, offered communications support and set up an impressive model rocketry display. The museum, which is run by the Lafayette Foundation, is home of the largest collection of World War I aviation memorabilia in the U.S., including the famed Fokker triplane. The nearly 200 guests and attendees had the opportunity to climb into the cockpit of the aircraft on display.

One special presentation recognized the CAP aircrew that first discovered Terry and Marion Jones, the couple rescued from Rocky Mountain National Park just three weeks earlier. The Joneses, who were special guests for the event, met the aircrew for the first time.

>> Capt. Brian Smiley

Photo by Maj. Bruce Herelendy, Colorado Wing



Colorado Wing cadets check out one of the vintage planes during Aerospace Education Day at Platte Valley Airpark.

Southeast

Florida squadrons help Cub Scouts fly high

FLORIDA – Members of the Tallahassee and Live Oak composite squadrons spent a recent weekend amid hundreds of Cub Scouts and their families. They were participating in the Cub Family Weekend at Wallwood Boy Scout Reservation, the largest Boy Scout facility in northwest Florida, which hosts the event every spring and fall. This year's theme was aviation, and CAP squadrons were asked to contribute.

Before the gathering commenced, several cadets and two senior members spent most of one night building a 10-computer, networked lab out of donated hardware and software, giving the Scouts a chance to get an online feel for flying. Elsewhere, Maj. Bob Dunlop, the Tallahassee squadron's aerospace education officer, set up a variety of hands-on activities, such as Alka-Seltzer fizzy rockets, 2-liter water bottle rockets and a simulated aircraft-carrier landing using a toy fighter plane sliding down a long piece of fishing line tied to a control stick for landing on a beach towel runway.

Another group took to the woods, leading teams of 10 Webelos to help find a simulated plane crash and bring back any injured passengers to a helicopter landing zone. The Scouts were briefed on the equipment used and on the operation of an L-Per Portable Direction Finder. Two local Medevac choppers stood by, not only waiting for the simulated crash victim but also offering tours and a demonstration on how patients are loaded in emergencies.

>> Capt. Gene Floyd

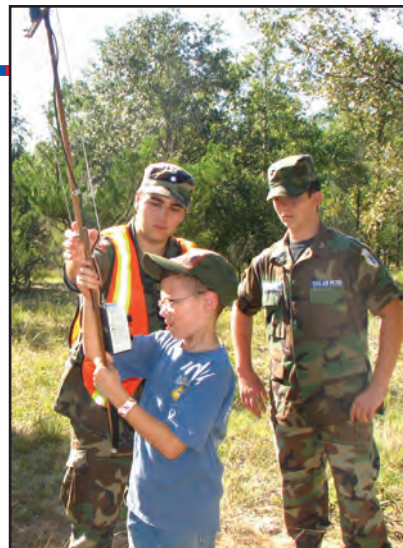


Photo by Capt. Gene Floyd, Florida Wing

Cadet 2nd Lt. Lane Branch, left, demonstrates use of the L-Per Portable Direction Finder for a Webelo as Cadet Airman 1st Class Carson Foote looks on. The cadets are members of the Tallahassee Composite Squadron.

Southwest

Cadets send rockets soaring skyward over Texas



Photo by Sr. Mbr. Nancy Kerr, Texas Wing

Cadet Tech. Sgt. Kristopher Kerr, left, and Cadet Airman Basic William Courreges make final adjustments to their model rockets before launching.

TEXAS – Lackland Composite Squadron cadets participating in a model rocketry course ended their training on a high note when they launched their rockets at a nearby farm in San Antonio with their instructor, Sr. Mbr. Brian Sommers.

The cadets spent three days building their model rockets and taking written exams on all three phases of the course — Redstone, Titan and Saturn. Along with teaching them basic knowledge of rocket history and the proper safety procedures for launching model rockets, each of the three phases also featured a hands-on component requiring the cadets to build the rockets.

On the final day, Sommers and the cadets launched a grand total of 52 rockets, including Alphas, Terrier-Orions, Bullpups, egg-launchers, two-stagers, high flyers and a 6-footer.

Ten Lackland cadets participated — Cadet 1st Lt. Jeffrey Cigrang, Cadet Chief Master Sgt. Colleen Rojas, Cadet Tech. Sgts. Kaitlyn Jewell and Kristopher Kerr, Cadet Master Sgt. Brian Rankin, Cadet Staff Sgts. Nicole Miglis and Daniel Perez, Cadet Senior Airmen Melissa Courreges and Katherine Sommers and Cadet Airman Basic William Courreges. >> Sr. Mbr. Nancy Kerr

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