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July-August 2007



# Volunteer

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CIVIL AIR PATROL



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Photo courtesy of Georgia Forestry Commission & Cooperators



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## ON OUR COVER

Lt. Col. Michael Harding, a pilot in the Florida Wing's Boca Raton Composite Squadron, prepares for an aerial mission in the squadron's GA8 Airvan. Harding joined CAP 20 years ago after CAP pilots helped rescue him and a friend stranded in the Everglades. His special story is on Page 8. Photo by 1st Lt. Charlene Tyler, Florida Wing



Summer is the most exciting time of year for me as the U.S. Civil Air Patrol's national commander. From the challenge and fast pace of real-world search and rescue missions to the dynamic national activities for our volunteer members, the action is nonstop and the incredible feeling of accomplishment through community service is second to none.

Community service is at the heart of what CAP is all about and the members of the Mississippi Wing recently proved just how valuable that service is.

Congratulations to the dedicated men and women of that wing for a successful search and rescue mission. Their relentless efforts resulted in a find and a save of a downed pilot near Oxford, Miss. After crashing in a densely wooded gully and spending more than 50 hours trapped in the wreckage, the pilot was spotted from the air by a wing aircrew member and soon afterward he was rescued. "The Civil Air

Patrol saved that man's life," Lafayette County (Miss.) Sheriff Buddy East said. "They kept calling us. We went out there and helped, but they kept at it. That plane was in a place we couldn't get to without their help." Indeed a job well done by our dedicated Mississippi contingent!

Of course, search and rescue is just one facet of the all-volunteer Civil Air Patrol and the incredible value it brings into America's communities from a humanitarian standpoint. Other valuable missions include providing disaster relief in the wake of natural disasters, offering an array of enrichment and aerospace education programs in the nation's schools and conducting one of the most successful national cadet programs for America's youth.

The key phrase mentioned above is that we are "all-volunteer" – and always in need of new members with professional skills. No matter your profession – a computer technician, a doctor, a nurse, a pilot – if you are someone in search of a way to give something special back to your community, don't hesitate to look into becoming a U.S. Civil Air Patrol member. Call (800) FLY-2338 or go to [www.cap.gov](http://www.cap.gov) for more information about the volunteer opportunities that require your talents.

The 2007 Civil Air Patrol Annual Conference is right around the corner, and I'm excited to report that, in addition to a host of preconference sessions, the inaugural CAP Public Affairs Officer Academy and more than 40 cutting-edge learning labs, Jonathan Freed is slated to be our banquet keynote speaker. Freed is the national spokesman for State Farm Insurance. Prior to that position, he was a CNN correspondent working out of CNN's Chicago bureau. While at CNN, he covered everything from the BTK serial killer trial in Kansas to Hurricane Katrina, when he rode out the storm in Biloxi, Miss. Freed is also an FAA-certified private pilot, and he brings his knowledge and experience in aviation to his reporting. He arranged for CNN to get an up-close and personal look at what it's like for a small plane flying into restricted airspace to be intercepted by F-16 fighter jets. What a great opportunity to be able to hear this professional journalist's story — one I don't intend to miss. If you are a CAP member and you haven't registered for the Aug. 9-11 Annual Conference and National Board Meeting in Atlanta, then the time is now. Here's the link to register online — [www.cap.gov/visitors/events/2007\\_cap\\_annual\\_conference](http://www.cap.gov/visitors/events/2007_cap_annual_conference). See you there!

Semper vigilans!

A handwritten signature in black ink, reading "Antonio J. Pineda".

Maj. Gen. Antonio J. Pineda  
CAP National Commander

Photo by Lt. Col. Herb Cahalan, Pennsylvania Wing



## Kodak Moment with the President

Former Pennsylvania Wing Cadet Lt. Col. Ian Hanna, shown with diploma in hand next to President Bush, graduated with honors from the U.S. Coast Guard Academy on May 23 in New London, Conn. Bush delivered the commencement address and helped present the commissions and degrees to 228 graduates. Hanna was a member of the Pennsylvania Wing's Jimmy Stewart Composite Squadron 714, where he earned his Amelia Earhart Award. Pennsylvania Wing members joined the Hanna family at the commencement, and Hanna's brother Alex, a former CAP cadet who graduated from the U.S. Air Force Academy in 2005, called home from active duty in Iraq to congratulate his younger brother.

Photo by 2nd Lt. Jerry Porter, Arizona Wing



## Squadron Celebrates 50th Anniversary

Cadets with the Arizona Wing's Deer Valley Composite Squadron 302 in Phoenix are silhouetted against the evening sky as they stand ready for inspection. The squadron, which has helped nurture the development and broaden the horizons of hundreds of cadets, observed its 50th anniversary with a gala event on May 4. The celebration included presentations from Phoenix Vice Mayor Dave Siebert, who brought greetings from Mayor Phil Gordon; Arizona Wing Commander Col. William Lynch; and State Rep. Nancy Barto, all of whom expressed their enthusiastic support for the squadron and its five decades of service to the community. Barto is a CAP major with the wing's Legislative Squadron 999.

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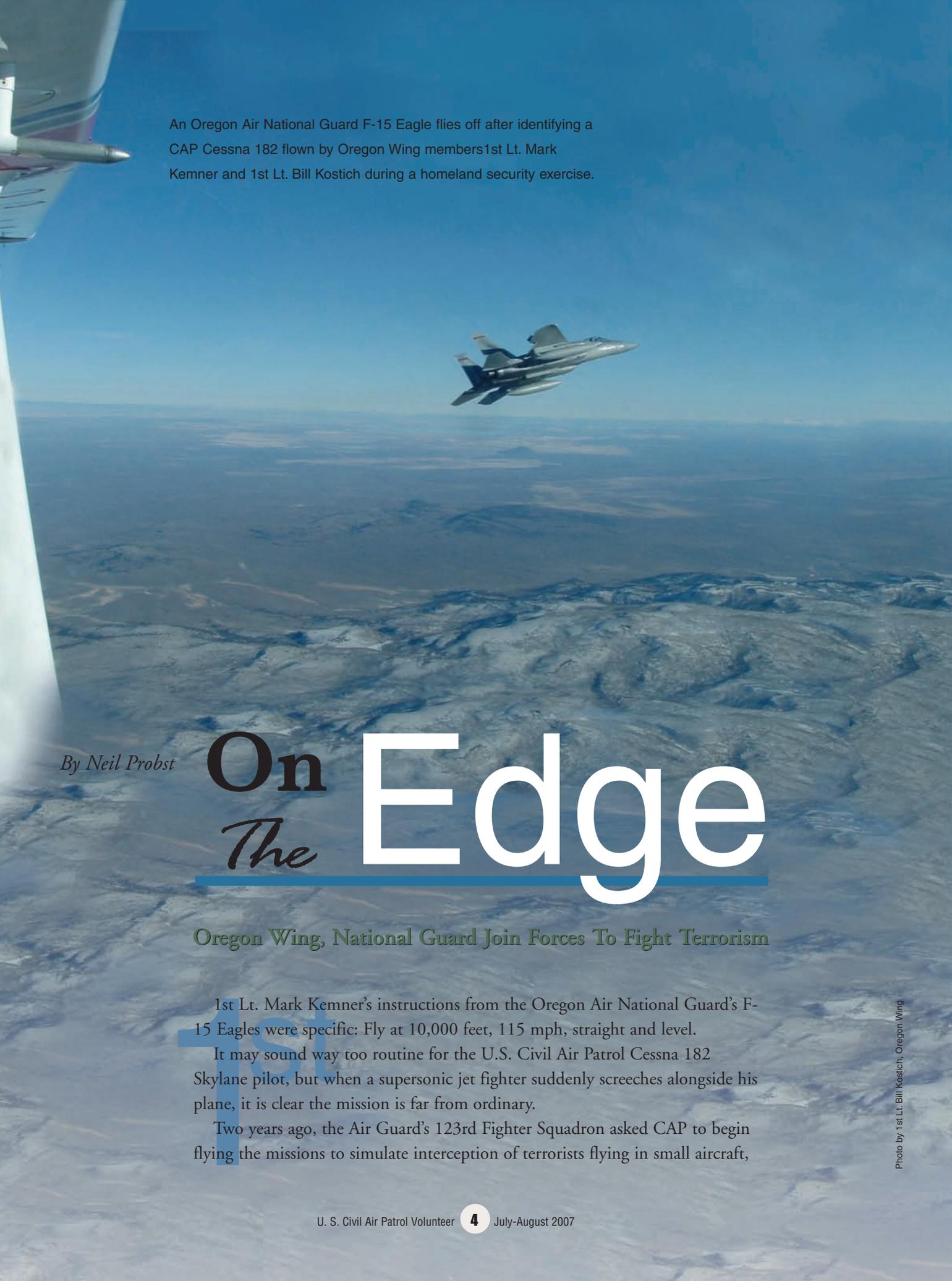
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## ON THE WEB

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An Oregon Air National Guard F-15 Eagle flies off after identifying a CAP Cessna 182 flown by Oregon Wing members 1st Lt. Mark Kemner and 1st Lt. Bill Kostich during a homeland security exercise.

An Oregon Air National Guard F-15 Eagle flies off after identifying a CAP Cessna 182 flown by Oregon Wing members 1st Lt. Mark Kemner and 1st Lt. Bill Kostich during a homeland security exercise.

*By Neil Probst*

# On The Edge

## Oregon Wing, National Guard Join Forces To Fight Terrorism

1st Lt. Mark Kemner's instructions from the Oregon Air National Guard's F-15 Eagles were specific: Fly at 10,000 feet, 115 mph, straight and level.

It may sound way too routine for the U.S. Civil Air Patrol Cessna 182 Skylane pilot, but when a supersonic jet fighter suddenly screeches alongside his plane, it is clear the mission is far from ordinary.

Two years ago, the Air Guard's 123rd Fighter Squadron asked CAP to begin flying the missions to simulate interception of terrorists flying in small aircraft,

Photo by 1st Lt. Bill Kostich, Oregon Wing

said 1st Lt. Bill Kostich, director of the wing's F-15 Intercept Program.

Since then, the relationship has blossomed, and the missions have increased.

"They are so pleased with the work we're providing, they would actually like to double the number of exercises," said Kostich.

Currently, CAP flies at least one of these missions each month, but in June CAP and the Guard flew at least six.

Mission requests come from the Air Guard and mission approvals from the U.S. Air Force's Western Air Defense Sector and 1st Air Force. In the past six months, about 20 members of the Oregon Wing have participated, as well as several ground-based radio operators from adjacent CAP wings.

Civil Air Patrol members love the partnership, in which Oregon Wing aircrews fly the missions and ground crews monitor CAP radios.

During 28 years in the Air Force, Lt. Col. Case McGinley, one of CAP's Skylane pilots, flew T-37 Tweets, C-141 Starlifters and C-130 Hercules. Then, he moved on to MD-80s as a civilian airline pilot.

Still, for McGinley, who is relatively new in CAP, nothing quite compares to serving his country by cooperating with the Air National Guard. It also brings back memories.

"It has been rewarding to get back into some of the kind of flying I missed from the military, and it's really

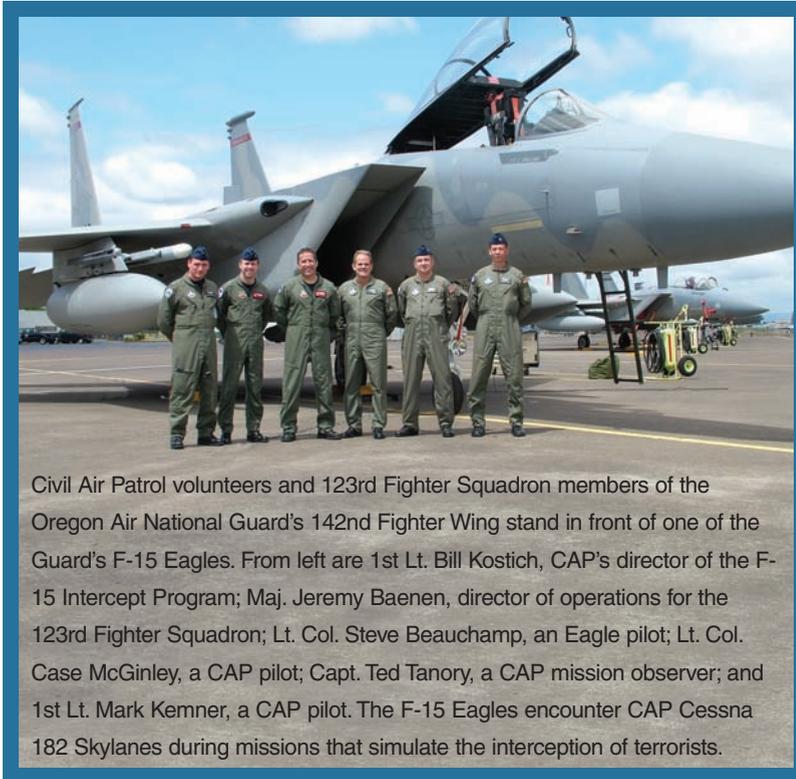


Photo by Maj. Greg Young, Oregon Air National Guard

Civil Air Patrol volunteers and 123rd Fighter Squadron members of the Oregon Air National Guard's 142nd Fighter Wing stand in front of one of the Guard's F-15 Eagles. From left are 1st Lt. Bill Kostich, CAP's director of the F-15 Intercept Program; Maj. Jeremy Baenen, director of operations for the 123rd Fighter Squadron; Lt. Col. Steve Beauchamp, an Eagle pilot; Lt. Col. Case McGinley, a CAP pilot; Capt. Ted Tanory, a CAP mission observer; and 1st Lt. Mark Kemner, a CAP pilot. The F-15 Eagles encounter CAP Cessna 182 Skylanes during missions that simulate the interception of terrorists.

effective training for a real-world mission the Guard has — trying to intercept slow-speed airplanes," said McGinley.

The Guard agrees, as evidenced in a letter written to Oregon Wing Commander Col. Ted Kyle by Maj. Jeremy Baenen, the 123rd Fighter Squadron's director of operations.

"The Oregon Civil Air Patrol provides timely, professional and safe training platforms for 142nd Fighter Wing pilots to practice intercept, identification and engagement," the letter reads. "Their strict adherence to

*“For us it is a distinct privilege I take very seriously. It's our goal to provide the 123rd with a consistent resource they can count on. And by that I mean people being on time, in the right position at the right time and flying the mission as it's prescribed.”*

*— 1st Lt. Bill Kostich,  
director of the Oregon Wing's F-15 Intercept Program*

scenario and special instructions provides one-of-a-kind intercept training unmatched in the Air Force. The efforts of the Oregon Civil Air Patrol have significantly contributed to the ability of the 142nd Fighter Wing to defend the United States.”

Kostich said the Oregon Wing’s relationship with the 123rd is sacred and closely guarded.

“For us it is a distinct privilege we take very seriously. It’s our goal to provide the 123rd with a consistent resource they can count on. And by that I mean people being on time, in the right position at the right time and flying the mission as it’s prescribed,” he said.

“As the director of this program, I’m very proud of the relationship we have with the 123rd,” he added. “It’s beyond anything I can describe.”

Two Cessna 182s launch from separate airfields for each mission. The first is the primary intercept plane. The second flies high bird, assisting with communications between the target aircraft and CAP mission base. If the first Skylane can’t meet the F-15 for the intercept, the second 182 takes its place.

The intercepts can be complex, but they are always fun, said Kostich.

“We fly somewhere between 110 to 120 knots. They do anything they can to induce some drag. They put their landing gear out, they put the air brake up, they put the flaps down and they fly at a very high angle of attack, and it’s quite extraordinary,” he said.

“For an aviation enthusiast, it’s one of the most exhilarating experiences I’ve ever had,” said Kostich, who flies as a mission observer in the right seat.

For the F-15 pilots, the experience can be more accurately described as agonizing, because slowing down to identify a CAP Cessna’s tail number is really hard work. But Lt. Col. George Manley, whose call sign is “Tug,” says it’s worth it.

“The guys are great. They are always willing to help, and they’re there when they say they will be,” he said.

“We’ve enjoyed flying with them. They do a great job, and they perform a great service for us.”

Manley said the terrorist intercept training started in earnest after Sept. 11.

“As opposed to experiencing it for the first time when we really had to do it (stop a terrorist in an aircraft), we wanted to train for it. Having CAP able to do it for us has been a great help,” he said.

Photo by Capt. Ted Tanony, Oregon Wing



An Oregon Air National Guard pilot flying an F-15 Eagle employs all possible strategies to slow down and come alongside a U.S. Civil Air Patrol Cessna 182 Skylane.

The CAP pilots said patriotism is a big motivation for them, but there is also the privilege and adrenaline rush that comes from being one of the few to be intercepted by a lightning-fast, growling military jet fighter.

“These guys are specialists. They’re highly trained, and you almost never get to see an F-15 up close and personal unless you’ve done something wrong,” said Kemner. “For us to be able to fly at 12,000 feet with a military jet off your wing is not something everybody gets to do, and I consider it a privilege.” ▲

*Editor’s Note: Maj. Gregory Young, an Oregon Air National Guard pilot and photographer of the group photo on Page 5, died June 26, 2007, while flying an F-15 Eagle during a training mission over the Pacific Ocean. Young had flown alongside CAP aircraft during training missions on several occasions. Civil Air Patrol extends its deepest and most sincere sympathies to Young’s family and the Oregon Air National Guard.*

# CIVIL AIR PATROL volunteer



**T**he U.S. Civil Air Patrol is a valuable part of the very fabric of America — our communities. Our 55,000 volunteers work diligently to provide public services to their communities every day, through youth development, community activities and emergency response. The Missions for America these hometown heroes perform provide a vital service that helps make America's communities strong.

Simply put, the Civil Air Patrol is not just about flying airplanes, although many of our pilots do so quite well. In fact, CAP is best known for its emergency response. When natural disasters strike, the Civil Air Patrol is always there. CAP turns our citizens into Air Force pilots during a crisis. They search for missing residents, take damage-assessment imagery and ferry local, state and federal officials to show them the full extent of the emergency. Other CAP volunteers on the ground participate in relief efforts, providing needed supplies, consoling and counseling those in need and even cleaning up when necessary.

But emergency response is just a small part of the Civil Air Patrol.

During the good times, CAP is there as well, giving the young and the young-at-heart opportunities to make a difference in their communities. Two of the most effective ways are through our cadet and aerospace education programs.

The Civil Air Patrol offers a structured multistep curriculum for youth ages 12-21 that emphasizes leadership, moral character, aerospace education and physical fitness. The cadets vie for awards named after aerospace and CAP pioneers. In 2006, CAP's membership included more than 22,000 cadets, whose focus was on the organization's core values of integrity, volunteer service, excellence and respect.

CAP also participates in a host of community activities, many of them related to aerospace education. These events allow our cadets and officers and their neighbors to learn more about public service and CAP membership.

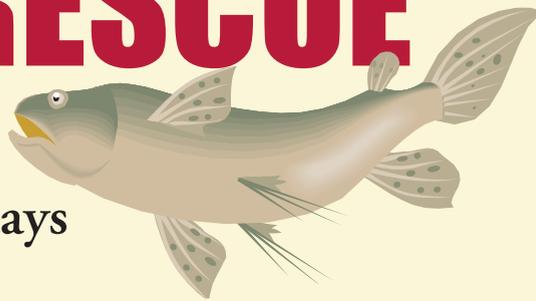
We're proud of our CAP members and the service they provide America's communities. We're looking for other civic-minded citizens to join them.

I personally invite anyone who wishes to join the U.S. Civil Air Patrol to attend the next weekly meeting of a local unit to learn about CAP in your area. Find out how you can get involved, become a better leader, mentor our youth and enrich our great nation by being a CAP volunteer. Go to [www.cap.gov](http://www.cap.gov) or call (800) FLY-2338 for more information.

*Don Rowland*  
*Executive Director*

# CAP TO THE RESCUE

Afternoon of fishing stretches into two cold nights and three anxious days



By Janet Adams

**A** day of fishing in the Everglades seemed a harmless adventure for 17-year-old Michael Harding and his fishing buddy one February afternoon in 1985. Renting a bass boat from Loxahatchee National Wildlife Refuge, the two teenagers headed for a fishing spot Harding's friend had found the previous week while on an airboat. Harding recalls, "While attempting to reach his spot, the water went shallow and the engine intake clogged, causing the engine to overheat and seize."

Marooned in the middle of nowhere, hours from the nearest common waterway, the duo was entangled and afloat in the infamous "River of Grass." The boys quickly ran out of supplies (four Cokes), and as the sun set, darkness brought cold and wind. Shorts and T-shirts had been fine for a sunny afternoon's fishing, but were no match for a winter night in the 'Glades. Grabbing weeds and



Photos by 1st Lt. Charlene Tyler, Florida Wing

Lt. Col. Michael Harding knows firsthand the importance of the Civil Air Patrol. As a teen, he and a fishing buddy were stranded in the Everglades for three days. They were rescued by CAP pilots, who spotted their disabled bass boat from the sky.

reeds in reach of the boat, the boys lit them for warmth that lasted mere minutes. Cutting up one of the oars for firewood, they managed to cook two fish they had caught by using the boat's aluminum seat as a frying pan.

The next morning as the sun rose, so did the boys' hopes of rescue. Surely someone was looking for them by now. "At this point," Harding said, "we were using our T-shirts to filter the silt and algae from the water to make it fit to

drink. By afternoon, without any signs of humanity, we feared we were going to have to spend another night on the boat. We heard airboats off in the distance a few times during the day, but they were too far away. Our screams were in vain."

That night, to ward off the chill, the teens lined the bottom of the aluminum boat with sawgrass, even though the grass was sharp and painful against their

sunburns. “We argued about cutting up the last oar for firewood,” Harding continued, “but decided it might be more useful as a way to reach more grass or to hit an alligator.” They had quickly discovered that things that go bump in the night in the ‘Glades include alligators.

Just as the sun began to rise on the third morning of their ordeal, “We could see helicopters with search lights skimming the horizon. We dipped the remaining oar in the gasoline and waved it like a torch to attract attention. No luck. A few hours later, we saw a small plane flying back and forth at a low level and getting closer. Grabbing our remaining sawgrass, we doused it in gasoline and set it on fire to create smoke. Shortly thereafter, the plane headed right for us. Jubilant, we waved wildly. The plane circled once or twice and then left. A few minutes later it came back, circled us and left.” The boys were puzzled. “We didn’t know if he knew we were stranded. Why did he keep leaving? We thought this pilot was nuts.”

“Eventually,” Harding continued, “the distant circling got closer and was accompanied by the sound of airboats. Several minutes later, two airboats manned by sheriff’s deputies and park rangers popped through the grass!” One group took the boys on board, and the other brought their boat back.

You can imagine the scene at the boat ramp as the boys were greeted by parents and the media. The only food at the boat ramp was chips and soda. “We devoured several bags and cans each. We were lucky not to be charged for the extra two days’ rental — or the oars!” he said.

What did the boys’ ordeal have to do with the U.S. Civil Air Patrol? “I had found out in the ensuing newspaper article that CAP was responsible for finding us,” Harding recounted, “so I looked up the nearest unit (Boca

Raton Senior Squadron) and went to a meeting to say thanks. Once the commander found out I was a pilot, the membership paperwork was stuffed in my hand before I could finish thanking everybody. I had to wait a month until I was 18 to join, and I have been a member ever since.”

Over the past 20 years, Harding — now a CAP lieutenant colonel — has had the opportunity to repeatedly give back to the organization that once rescued him.

“I have been qualified at some point in most ES mission specialties,” he said. “I’m a chief check pilot and mission pilot. I’ve completed the new glass cockpit training from Cessna, the (Gippsland) GA8 Airvan training and ARCHER training.”

He flew missions during the Katrina and Rita hurricanes, and is often involved in ARCHER missions at Eglin Air Force Base, Fla.

Harding said he still enjoys fishing, and might even fish the ‘Glades again one day — but not without his cell phone and a handheld Global Positioning System device! ▲



Lt. Col. Michael Harding, third from left, gives flying tips to Florida Wing cadets, from left, Staff Sgt. John Clark, 2nd Lt. Michael Lima and Maj. Christina Zarrilli. Harding joined CAP after an aircrew spotted him in the Everglades in 1985 after being stranded for three days.

# Kansas *Chaos*

## Wing Assists Communities Flattened By Twisters

By Neil Probst

**D**odging lightning from a developing thunderstorm, Lt. Col. John Schmidt of the U.S. Civil Air Patrol flew over Greensburg, Kan., recently to photograph tornado damage.

With a bird's-eye view of the F5 tornado's wrath, he suddenly found himself overwhelmed.

"I didn't know where to start.

'Where do I take pictures here?' The only thing standing was a grain elevator," he said.

Schmidt, vice commander of the Kansas Wing, and about 50 other wing members volunteered more than 300 hours providing air and ground team assistance fol-

lowing this tornado and dozens of others that struck the state in May.

A pilot during the Vietnam War who flew the F-100 Super Sabre jet on more than 300 missions, Schmidt has seen his share of devastation. But this clearly stood out above the rest.

"As we flew above Greensburg, it was the most sickening feeling," he said. "There were dead animals and overturned cars thrown into pastures from miles away.

"It was horrible trying to conceptualize what was happening on the ground," he added.

The devastation was not limited to Greensburg. According to Lt. Col. Dennis Pearson, wing headquarters' incident commander, nearly 100 tornado touch-downs occurred around the state within 24 hours; Greensburg



*“I didn't know where to start. 'Where do I take pictures here?' The only thing standing was a grain elevator.”*



Photo by Lt. Col. John Schmidt, Kansas Wing

A Kansas Wing photograph taken above Greensburg, Kan., shows some of the damage resulting from an F5 tornado packing 205 mph winds that destroyed most of the town on May 4. CAP members in aircraft and on ground teams volunteered more than 300 hours to help their communities in the aftermath of the deadly storms.

At Kansas Wing Headquarters in Salina, members there put in more than 240 hours of the 300 total, manning radios to coordinate communications between air, ground and command staff as well as other agencies, such as the Kansas Air National Guard. Members there also worked on flight lines, directing and parking aircraft.

“Our primary mission was to look for people in distress, or, where it appeared there was major damage or people trapped, we were supposed to call in or photograph that information so the Kansas National Guard or air/ground ambulances could respond,” said Pearson.

Pearson said the wing’s work helped guide relief efforts.

“The information we passed on caused the Kansas National Guard and Highway Patrol to redeploy their resources to areas that were hit harder, which relieved us to leave a little sooner and it helped them concentrate their resources where needed,” he said.

CAP National Commander Maj. Gen. Antonio J. Pineda applauded the missions.

“The work our volunteers performed in Kansas exemplifies the dedication and love of country of CAP members across America who help their communities in times of peace, but especially during crises,” he said. “It also highlights the capabilities of CAP to use advanced technology like satellite-transmitted digital imaging to take airborne photography of damaged areas and immediately send these via e-mail to emergency managers.” ▲

alone was struck a total of four times.

Aircrews in four Cessna aircraft flew along tornado paths for 20 hours reporting severely damaged areas to CAP’s ground search and rescue teams. Digital photos of the damage were e-mailed to the state’s Emergency Operations Center.

CAP ground teams also served an additional 40 hours assisting with regional communications and checking for devastation at various locations.

1st Lt. Arthur Grover drove to Greensburg Airport and found it mostly unscathed, then went to check on several private landing strips.

“There was one place, a hotel, where the roof was off and there was a car sitting on its nose in one of the rooms,” he said.

*“Do I take pictures here?”  
elevator.”*

*— Lt. Col. John Schmidt, Kansas Wing vice commander*

# Volunteer Valor



No Mountain Too High  
For Glider Pilot Savors

By Neil Probst



Rescuers begin preparing Dale Kramer for the long hike and ATV ride downhill to a waiting Maryland State Police helicopter.

Photo by Capt. Joe Martin, West Virginia Wing

Members of the U.S. Civil Air Patrol's West Virginia and Pennsylvania wings battled cold, snow and a high-altitude climb to help find a glider pilot who crashed recently in West Virginia's Allegheny Mountains.

The rescue included an all-night trek up a 4,500-foot mountain and highlighted the benefits of emergency locator transmitters and the direction-finding equipment used to find Dale Kramer, the pilot.

Kramer began his day on a much happier note, hoping to set a new ridge-soaring distance record with a launch from Williamsport, Pa., and a southwest turnpoint near Knoxville, Tenn.

All went well after he and John Good, who was manning a separate glider, cut loose from a Husky tow plane early in the morning, Kramer launching first in an LS-8 and Good in a Discus 2A.



Trooper 5, a Maryland State Police helicopter, lifts off with Dale Kramer inside. CAP cadets and Circleville Volunteer Fire Department members assisted in the helicopter's landing and launch.

Photo by Maj. Don Robbins, West Virginia Wing

But after sailing into West Virginia, Kramer's craft suddenly sank, thrown to the ground like a twig by massive turbulence.

Fortunately, Kramer's glider was equipped with an ELT that sent out a signal over a radio frequency as well as an audible signal.

Three CAP ground teams using direction finders — including a team led by West Virginia Wing Commander Col. Rod Moore and a Pennsylvania ground team — immediately set out to track the signal, paving the way to the pilot's rescue.

"It's very rewarding to know we were able to participate in saving someone's life. The ELT was key, because it really pinned down his

"The winds were howling. It was a heck of a hill. You had to get down on all fours just to climb up at some points," Shatzer said.

The CAP ground teams reached the peak of the mountain before sunrise and confirmed the signal was indeed Kramer's. Cell phone tracking by 1st Lt. Justin Ogden of the Pennsylvania Wing provided additional verification.

After dawn, two local hunters heard the steady beep streaming from



Glider crash victim  
Dale Kramer



West Virginia Wing  
Commander Col.  
Rod Moore

jokes and reassured him he would be all right, even though the hike down the mountain to a rescue helicopter would be painful.

"I told Dale, 'You've joined a very exclusive club.' And he said 'What?' I said, 'You've crashed in West Virginia and lived,'" Martin said.

Kramer was lowered down the mountain on a litter for about 2,000 feet to a log road. Circleville firefighters had opened using chain saws. From the log road, he was carried on

*“I'm extremely grateful for CAP's efforts,  
without which Dale might not be alive today.”*

*— Glider pilot John Good on the rescue of his flying partner, Dale Kramer*

location. Otherwise, we would have indeed been looking for a needle in a haystack," said Moore.

The search odyssey began when Moore, Maj. Jeff Tansill and 1st Lt. Mark Shatzer started up a 4,500-foot mountain in a CAP 4x4 pickup truck. But usable roads ended, leading to an all-night uphill trek.

Bracing against freezing winds blowing 30 to 40 mph, the trio inched up the steep mountain into 12 to 14 inches of thick white snow, sometimes losing sight because of snow blasts, but inspired by their determination to find Kramer.

At times they pulled themselves up the mountain by grabbing tree after tree.

Kramer's ELT and called out to Circleville Volunteer Fire Department Chief Carl Lee Warner and West Virginia Wing Capt. Joe Martin, who hiked to the crash site.

Kramer was still alive!

"I was amazed how cold it got, and I said to myself this guy is going to be very lucky to be alive after being exposed that long, but the glider had actually crashed down on its left side and was almost upside down on him. It had shielded him from direct snowfall," said Martin.

Martin oversaw Kramer's extraction with the help of 22 rescuers who had arrived by then. His main objective was to keep Kramer from going into shock. He told the glider pilot

an ATV to a waiting ambulance, then driven to a helicopter that flew him to a Cumberland, Md., hospital.

"I'm extremely grateful for CAP's efforts, without which Dale might not be alive today," said Good.

The rescue and the teamwork pleased Moore, whose wing earned a search-and-rescue save from the Air Force Rescue Coordination Center at Tyndall Air Force Base, Fla.

"This was great teamwork by members of the West Virginia and Pennsylvania wings, the volunteer fire department and other emergency service personnel that resulted in a great conclusion to this mission — the successful rescue of the pilot," said Moore. ▲

*Big Sky Country*

# *Cadets*

EAGERNESS TO  
SERVE COMMUNITY  
SPAWNS SEARCH  
AND RESCUE BILL

# *Speak Up*

*By Kimberly L. Wright*

Photo by 1st Lt. Al Nash, Montana Wing



Montana Wing Government Relations Officer Lt. Col. Paul Tweden presents Cadet Senior Master Sgt. Kirk Lundby with a Commander's Commendation in recognition of his leadership role in helping pass legislation that allows county sheriffs in Montana to use CAP cadets under 18 in search and rescue missions.

# S

Some say today's youth aren't interested in the political process. They obviously don't know former Montana Wing cadets 1st Lt. John Scott Shaffer, now a U.S. Naval Academy cadet, and Senior Master Sgt. Kirk Lundby, still active in the wing. The duo are directly responsible for the introduction of a new law in the state that allows county sheriffs to use cadets under the age of 18 in search and rescue missions, a role prior legislation prohibited.

## **Why Not Us?**

Shaffer found out about the prohibition against underage cadets' participation in search and rescue missions during a SAR exercise. "We had wondered why we

could never do a ground team operation, and our wing commander told us it was because statewide we couldn't do it," said Shaffer. "He said he had been talking to people in the Legislature about making some sort of reform."

A politically active young man, Shaffer contacted Montana State Sen. Joe Balyeat, someone he thought could help.

"I knew of the senator. I'd supported him and I'd begun to work on some campaigns," he said. "I mentioned it to him, and he just kind of ran with the idea. I sent him an e-mail. I knew if anybody could do anything, he could."

Shaffer's request led to Senate Bill 203, which flourished after Shaffer left to attend the U.S. Naval Academy in Annapolis, Md. "He sent me an e-mail over the summer, saying he was working it through the Legislature," said Shaffer.

## On The Hot Seat

Lundby and his father, Leonard, learned about the search and rescue legislation by accident as they were browsing the Montana state government's Web site. "We clicked on it to see what it was about and found that the Senate committee hearing for the bill was only a couple of days away," said Lundby.

Though armed with the commander of the Malmstrom Air Force Base Cadet Squadron's blessing to attend the hearing in support of the legislation, Lundby never dreamed he would be called on to testify. But when the bill's sponsor, Sen. Balyeat, spotted Lundby, dressed in his blue Class A Civil Air Patrol uniform, he was a natural choice.

Lundby admits he was awed by the agenda, even though he attends a weekly Toastmasters speech club and has given numerous speeches. "By the time the hearing started, my hands were already wet with sweat," he said.

After Lundby testified as a bill proponent, the com-

mittee chairman opened up the forum for questions, and the cadet from Great Falls suddenly found himself on the hot seat again.

"I was still cooling down from my speech when a senator asked me a question, then another, then another!" said Lundby. "I am afraid I do not remember all the questions, but I know by the end of it I thought I might have said something wrong to receive all these questions. As the last senator who asked me a question was wrapping up his comments, he asked me if I would be willing to introduce one of his bills for him at a future hearing. Everyone started to laugh in a good way."

Balyeat and the wing's government relations officer, Lt. Col. Paul Tweden, were so impressed with Lundby's polish under pressure, they arranged for a repeat performance at the House committee hearing. Buoyed by the young man's testimony, the measure passed both the House and Senate and was signed into law by Gov. Brian Schweitzer on April 10.

Tweden, who is currently working to gain support for other CAP initiatives in the Legislature, appreciates Shaffer's tenacity and what Lundby accomplished. "Their efforts opened the door for me," he said. "Scott Schaffer took the initiative and got the ball rolling. Kirk Lundby followed up by doing an excellent job in both the House and Senate. It was a great groundbreaker."

"The legislators needed to hear from the cadets themselves regarding their ability to participate in search and rescue missions under the age of 18," said Montana Wing Commander Col. Robert Hoffman. "Cadet Lundby was really the one who pushed the decision over the edge, just showing them how professional and how mature Civil Air Patrol cadets are."

For his leadership role in the process, Lundby was awarded a Commander's Commendation during the Montana Wing Conference held recently in Great Falls.

Lundby downplayed his role in influencing the legislative process: "I only did what I thought should be done," he said, "and the rest was in God's hands." ▲



Georgia Wing Commander Col. Lyle Leter, left, and Alison Newton, right, flank the inaugural Patrick Roy Goudey Scholarship recipients, from left, cadets 2nd Lt. Rachel C. Moore, Maj. Kyle P. Atkins and 1st Lt. Brian A. Rasmussen. Newton established the scholarship in memory of her father and to honor the volunteer spirit of U.S. Civil Air Patrol members who worked to find her father's downed aircraft.

*By Kimberly L. Wright*

# Scholarship Lifts

## Aviation Dreams Of Three Cadets

One man's love of aviation led him to follow his dreams, and although his life was cut short, his legacy will live on through a scholarship established in his memory for U.S. Civil Air Patrol's Georgia Wing cadets.

The first recipients of the Patrick Roy Goudey Scholarship — cadets Maj. Kyle P. Atkins, 2nd Lt. Rachel C. Moore and 1st Lt. Brian A. Rasmussen — were presented the \$2,500 scholarships from Goudey's daughter, Alison Newton, during the Georgia Wing Conference held in April. In addition, 10 other cadets were granted orientation flights through scholarship funds.

### Dedication, Loyalty, Concern

Newton started the Patrick Goudey Scholarship to honor the Georgia Wing's efforts on behalf of her father, whose plane went down during a flight on Aug. 8, 2005, as a result of bad weather. Georgia Wing members scoured the countryside for his overdue craft, which they found three days later

"For three days over 200 members of the Civil Air Patrol came together to search and recover my father, working 24 hours a day," said Newton. "I was truly touched by the dedication, loyalty and concern for a fallen pilot that each and every CAP member expressed. Being in the presence of such compassionate people showed me that giving back is so important

and helping others is one of the greatest gifts you can give."

What began as one scholarship turned into three when Newton started reading the scholarship entries. "These cadets go above and beyond in their daily life and in their CAP service," said Newton. "They all had different experiences with CAP, but the common statement/thought was their passion for flight and their drive to help others. That spirit — giving to others, helping others selflessly — is what I personally experienced in August 2005 and why I feel CAP is such a valuable organization."

### A Cooperative Effort

Moore said she and her fellow Goudey scholarship recipients have developed a kinship borne of their common interests — aviation and a desire to make a difference.

"Though the scholarship was initially a competition, it has since become a cooperative effort," she said. "The night of the awards ceremony I spoke with the two other recipients of the scholarship, and we agreed to follow and encourage one another throughout our flight training. Our ultimate goals are to enhance the reputation and fulfill the mission of Civil Air Patrol,

and to honor the memory of Patrick Goudey."

Capt. Anders Lindstrom, a pilot and senior member with the wing's Cobb Composite Squadron, has offered to be Moore's flight instructor. "Coincidentally, Captain Lindstrom was one of the pilots who flew over the north Georgia mountains searching for Patrick Goudey, so he has a heart for this scholarship and all it stands for," Moore said. She plans to join the U.S. Air Force after graduating from college.

In addition to serving her country, Moore wants to use her aviation skills to aid missionary work overseas. "My family and I lived in the Philippines where I saw people die from lack of access to medical facilities," she said. "Receiving the Patrick Goudey Scholarship is an opportunity I will use to fulfill my goal of helping other people who are unable to help themselves."

For Rasmussen, aviation wasn't even on the radar before he joined the Civil Air Patrol. "However, after a year in CAP and a couple of orientation flights, I was hooked," he said. "The senior members in my squadron have done an excellent job in mentoring and fueling my growing love of aviation. CAP has not just fueled my love for aviation — it



was the match and the gasoline in the bonfire.”

A plethora of aviation opportunities await Rasmussen. Having soloed last summer, he attended CAP’s National Glider Academy in July and he is an alternate for several powered flight academies. He plans to spend the scholarship funds on powered craft training with a CAP instructor pilot.

“I am completely thrilled about receiving the Patrick Goudey Scholarship,” he said. “To be chosen for such an honorable award from such stout competition is a shocking experience. I believe every candidate for the scholarship was just as qualified as me.”

going to be part of my life for a long time,” he said.

Atkins’ aviation ambitions, which started through the Experimental Aircraft Association’s Young Eagles program, were nurtured by CAP. “I got into Civil Air Patrol to fly, and have gone up on a lot of orientation flights,” he



Alison Newton’s gift honors her late father, Patrick Goudey, above, who had a passion for flying. It will be used for cadet scholarships to CAP flight academies.

sible through aviation that I can have an impact in.”

Atkins is jubilant about receiving the scholarship. “It’s a lifelong dream I’ve had to fly, and this scholarship has made it possible for me to fulfill that dream,” he said. “I just can’t describe it in words because of the gratitude and excitement and all the feelings that I feel about it.”

He hopes to put his aviation skills to use as a corporate or commercial pilot and somehow find a way to give back to the community. “I want to do that through possibly becoming a flight instructor and

*“That spirit — giving to others, helping others selflessly — is what I personally experienced in August 2005 and why I feel CAP is such a valuable organization.”*

*— Alison Newton,  
Patrick Roy Goudey Scholarship founder*

Rasmussen’s career plans include attending the U.S. Air Force Academy and becoming an Air Force pilot, after which he may become a commercial pilot. “Either way, I think aviation is

said. “I’ve had opportunities through CAP and some of the different programs to fly full-motion flight simulators, and it just increases my desire to fly even more seeing everything that’s pos-

being able to give lessons to people who might not be able to afford them, maybe even assist in flying missionaries into remote areas for their work and things like that,” he said. ▲



Massive wildfires scorched 580,000 acres of swamp and timberlands in southeastern Georgia and northern Florida in April and May.

# A Burning Desire to Help

*By Steve Cox*

After seven weeks of raging in southeastern Georgia and northern Florida, massive wildfires believed to be “the largest in the southern 48 states” finally succumbed to soaking rains from Tropical Storm Barry.

The wildfires, fueled by extreme drought conditions, low humidity and high winds, blackened 580,000 acres or roughly 905 square miles of swamp and timberlands in both states.

Miraculously, no one died and there were very few injuries, even though more than 1,500 firefighters and other personnel from about 45 states struggled to contain them.

The wildfires began on April 16 when a tree fell on a power line south of Waycross, Ga., about 200 miles southeast of Atlanta. A lightning strike inside the Okefenokee Swamp on May 5 compounded the problem, igniting a second blaze in northern Florida.

Before Tropical Storm Barry dropped heavy rain and much-needed relief on

CAP  
Squadrons  
Support  
Firefighting  
Efforts

the fire-ravaged region on May 31, the two big fires and other “daughter” fires affected travel on two busy interstate highways, I-10 and I-75. The main entranceways to Florida were occasionally closed along the state line when smoke reduced visibility. In fact, smoke from the fires affected traffic and air quality throughout the Southeast, drifting as far north as North Carolina and blanketing Atlanta on several occasions, and as far south as Tampa and Miami when the winds shifted.

Worse yet, the wildfires destroyed property in both states. Millions of dollars in commercial timber were lost in Georgia along with about 25 homes, barns and storage buildings. Two hunting camps and several outbuildings burned in Florida.

The wildfires prompted several evacuations. One such evacuation occurred on May 10 when the Georgia fires jumped the state line and burned into northern Florida, racing toward Lake City.

“Conditions were favorable that day for explosive growth,” said 1st Lt. Mark Sweitzer, public affairs officer for the Florida Wing’s Group 2.

Residents were ordered to leave their homes, and preparations were made to evacuate hospitals and nursing homes.

“In 24 hours, the fire front moved nine miles toward Lake City. Officials were concerned the fire could not be stopped in time, and they rushed hundreds of firefighters into position to save the city,” Sweitzer said.

Ultimately, the fire never moved much closer to Lake City after that day, coming within two miles of U.S.

441 and five miles of I-10.

But on May 11, with the situation still very unstable, member of the Suwannee Valley Composite Squadron, the Lake City Cadet Squadron, the Gainesville Composite Squadron and the Florida Wing’s Group 2 Headquarters got involved in the firefighting efforts. Led by 1st Lt. Cindy Sweitzer, members of three squadrons

and Group 2 combined to donate more than 100 cases of water, Gatorade, snacks, foot powder and medicated creams to firefighters and other personnel. Cadets from the Suwannee Valley squadron volunteered to help load and unload the donated supplies.

On May 13, after making their third visit to Station 40, the designated collection point, squadron members were asked if they would help

transport their donated items, along with those from other organizations and individuals in northern Florida.

Cadets Justin Cathcart, Phillip Darity, Heather Paul, Dacota Paul and Glenn Perry and senior members Cindy and Mark Sweitzer pitched in for the next five days, delivering the donated items to a forward staging area about 10 miles from the station, where firefighters restocked supplies and had lunch each day.

On one of their work days, over about three hours, the Suwannee Valley volunteers moved a little more than 600 cases of donated water — roughly 15,000 bottles or about seven tons of water — to a donated storage trailer near the fire station.

“Everybody really worked together,” said Donna Harmon, Station 40’s office manager. “It was awesome.”

Photo by Lt. Col. Rogers Porter, Florida Wing



Lt. Col. Doug Kelley, commander of the Florida Wing’s Group 1, briefs 1st Lt. Ben Poffenberger of the wing’s Emerald Coast Senior Squadron before launching a fire patrol over the Florida Panhandle.



Harmon heaped praise on Cindy Sweitzer, the Suwannee Valley squadron's deputy commander for cadets. "She was on top of everything," she said.

"1st Lt. Cindy Sweitzer was the real leader of this effort, and I think she deserves some special recognition," said Lt. Col. Fred Swearingen, Group 2's deputy commander-west, who is recommending a Unit Citation for the Suwannee Valley squadron, which Mark and Cindy Sweitzer helped start about a year ago.

"I think this shows how CAP working with the community can have a positive impact," Swearingen said, "and our willingness to use our resources to help resolve what could have been a much more dangerous situation."

Swearingen also was able to participate in the relief efforts as he traveled with the group several times during their deliveries to the forward staging area.

The firefighters at Station 40 appreciated CAP's support. More than 800 firefighters and personnel worked out of the station's forward staging area at the height of the emergency.

Other Civil Air Patrol members in Florida and Georgia provided aerial support for the nearly two-

month firefighting effort.

Lt. Col. Doug Kelley, commander of Florida Wing's Group 1, which covers the panhandle of Florida from just west of Tallahassee to Pensacola, provided aerial surveillance photos to those on the ground.

The Civil Air Patrol has an agreement with Eglin Air Force Base in northwest Florida to fly daily sorties for fire spotting, according to Florida Wing Commander Col. Patrick O'Key. Those flights, made by Kelley and other members of Group 1, were especially important in tracking the wildfires.

"This is pretty severe," Kelley said. "We use the airplanes to tell where they break out."

Kelley said CAP's communication equipment also expedites the firefighting efforts. "Our communications equipment allows us to talk to firefighters on the ground," he said. "We're also able to provide real-time photos that tell them exactly what's happening."

Even when Civil Air Patrol personnel were not involved as members, some, like Capt. Bryan Smith of the Gainesville Composite Squadron, were able to help out as part of their regular job. While not flying for CAP, Smith's job as a helicopter pilot for the Gainesville

U.S. Civil Air Patrol aircraft in northern Florida provided instant aerial feedback to firefighters on the ground.

Police Department allowed him to also fly fire surveillance for a smaller fire northeast of Gainesville.

In Georgia, Lt. Col. Marl McCracken, director of operations for the Georgia Wing, continually answered calls for help from the Georgia Emergency Management Agency. “Air support included camera missions taking pictures of the fire sites, flying their repeater for better communications and transport of Forestry Department personnel to and from the (GEMA) base in Jesup,” he said.

McCracken said Georgia units participating included the Middle Georgia Composite Squadron in Macon and the Brunswick Senior Squadron in St. Simons Island, Ga. “A total of nine sorties were flown for 13 hours,” he said.

Maj. Mike Mitchell with the Brunswick squadron participated in one of the photo missions, transporting three fire marshals. “It was a chance for them to figure out how the fires progressed, what they did right and how they might improve (in fighting the fires),” said Mitchell, who is director of operations for CAP’s Southeast Region.

Larry Morris, a spokesman working in the Georgia Forestry Commission’s Joint Information Center in Waycross, said the effects of “the largest fire within a single perimeter in the southern 48 states” will be assessed long after the thick haze and the smell of burning wood are gone. He was thankful, however, there were “no fatalities to our firefighters or our citizens.”

Firefighters, meanwhile, expressed their gratitude for the hundreds of volunteers who pitched in to support them — people like Cathcart, one of the five CAP cadets who helped move the seven tons of water from the fire station in Lake City.

It was no big deal, according to Cathcart.

“We’re there if anybody needs us,” he said.

“Our mission is to support the community,” said Cindy

*“I think this shows how CAP working with the community can have a positive impact and our willingness to use our resources to help resolve what could have been a much more dangerous situation.”*  
— Lt. Col. Fred Swearingen, deputy commander, Florida Wing’s Group 2

Sweitzer, whose husband, Mark, summed it up with this comment:

“To me, the best part of the whole operation — besides simply being able to help — was to have a forestry official see me in my CAP uniform in a local store and come up to me and thank me,” he said. “That shows CAP’s efforts were both recognized and appreciated.” ▲

Photo by Lt. Col. Doug Kelley, Florida Wing



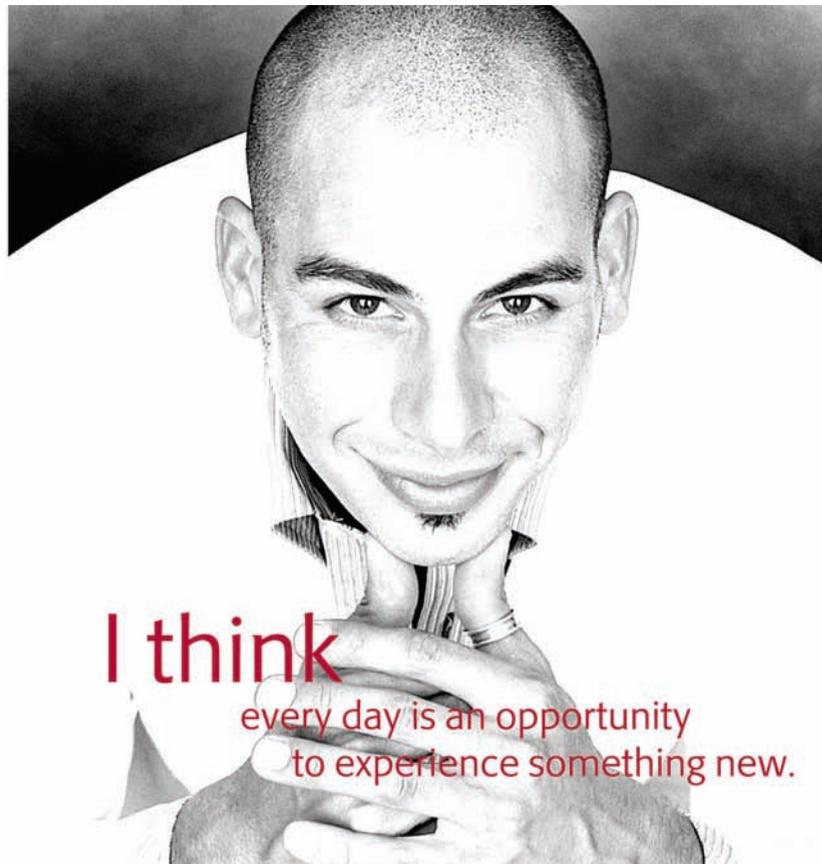
U.S. Civil Air Patrol pilots provide a check of a back-burn attempt in northern Florida. The aerial photo provides a real-time look at firefighting efforts, allowing ground personnel to move quickly to prevent the spread of wildfires.

## CAP Volunteers Conduct ARCHER Training

U.S. Civil Air Patrol National Headquarters volunteer ARCHER instructor Capt. Ralph "Rocky" Long, right, assists students 2nd Lt. Andrew Boyer of the Alabama Wing, left, and Maj. David Spears of the Tennessee Wing, during the first-ever volunteer-led ARCHER training course held recently at Maxwell Air Force Base, Ala. ARCHER, which stands for airborne real-time cueing hyperspectral enhanced reconnaissance, represents one of the most advanced technologies available for search and rescue, and CAP is the first national organization to use it. Over the past year, ARCHER operators with CAP relied on the technology to help state and federal officials take illegal drugs off U.S. streets, protect Missouri residents against harmful chemical pollution and aid border patrols between Mexico and the U.S.



Photo by Lt. Col. Warren Vest, Virginia Wing



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# Measuring

# Life

*By Donna Harris*

**Former CAP  
Pilot  
Recognized  
With  
Presidential  
Award For  
Service**

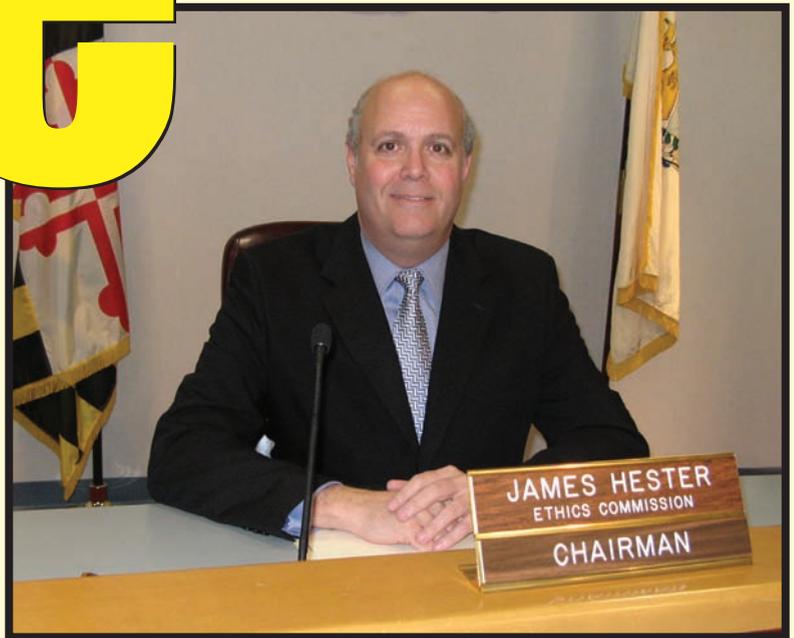


Photo courtesy of Vincent McEvoy

With more than 10 years of volunteer U.S. Civil Air Patrol service to his credit, James Hester is also a volunteer member of the Laurel (Maryland) Ethics Commission.

**J**ames Hester may never see the thankful faces of the people in distress he helped save.

But the former Maryland Wing pilot is reminded of each and every one of them when he looks at the President's Call To Service Award he received in April.

The award recognizes more than 4,000 hours of volunteer service.

Many of those hours were spent during the 10 years he flew with the Bowie Composite Squadron near his

hometown of Laurel, Md. He has also given his time to government and educational projects in his city.

Hester said he has always followed his late father's credo: "You measure your living by what you get, but you measure your life by what you give."

## **Hester's CAP tour as a first responder**

Since he first heard his father's words, Hester has diligently donated his time to community service.

"Community is people working together and helping each other, being part of the solution," said the environ-

mental diplomat with the U.S. Agency for International Development in Washington, D.C.

As the son of a World War II Army Air Corps squadron commander, Hester's love of planes came naturally. To find a funding alternative for his expensive hobby, he joined the U.S. Civil Air Patrol where he could fly and still continue his volunteerism.

As part of CAP's emergency services, Hester commanded a T-41 aircraft as a first responder for the nation's inland search and rescue missions, and he flew over the Chesapeake Bay looking for boaters in distress.

A lot of his nights and weekends were spent in training, so his team could be ready when disaster struck. When the call that came in was real, Hester's adrenaline flowed. He looked forward to the actual missions, but he dreaded them, too, because he knew there was probably someone in peril who more often than not would not be found alive.

But this was when he felt most useful.

Even when the missions ended with Hester circling over the few disintegrated remains of a crashed airplane with no survivors, he was comforted knowing somewhere someone would at least have closure because their loved ones were no longer missing.

"I'm part of this society and if the society is going to work then people are going to have to make positive contributions to it," he said. "If we all just did a little bit more, who's to say what we could accomplish."

Hester performs his volunteer work quietly and as a lifestyle. He's not one to seek the limelight for what he thinks everyone should be doing. However, through the presidential recognition, he's had the opportunity to inspire others to share their time with their neighbors.

## Volunteers make a difference

Whether it's flying search missions for downed aircraft, ensuring a classroom of first-graders has books in its library or creating positive government for the city of Laurel, Hester seeks positive change.

"I see a continuous spectrum, from my family to my community to my country to my world, with problems and solutions at all levels," he said. "The easy response to problems is to complain or isolate yourself, but I do not feel that either of these accomplishes anything. I choose to be among those who work toward solutions."

While his pilot training lent itself perfectly to his work with the Civil Air Patrol, not every volunteer needs specialized training, he said. "There are needs in

*Community is people working together and helping each other, being part of the solution.*

— James Hester, former pilot, Maryland Wing

## Hester continues volunteer service after CAP

After a decade of service to the Civil Air Patrol, Hester left to create a new school in Laurel based on the Montessori teaching method that allows parents to take a more active part in their children's education.

He was also appointed by his city's mayor to serve on the Board of Appeals and later on the Ethics Commission, where he chairs investigations into ethics violations to ensure all Laurel officials, employees and police officers act in the best interests of the citizens.

the world. Just look out there. There are endless opportunities. You get something back in return when you volunteer. You make a difference in the world. And the world doesn't have to be the entire world, it doesn't have to be your entire state, it can just be your town or just part of your town, just one group."

Hester hasn't giving up on flying. After he retires he'd like to renew his license and soar over the Chesapeake Bay again to lead the U.S. Coast Guard to boats in distress. "Maybe when I retire, I'd like to go back to flying and maybe get involved with the Civil Air Patrol again," he said. ▲

# 'COME ON, DAD. STAY WITH ME'

## Montana Wing cadet responds heroically in traffic accident, uses Civil Air Patrol training to save his father's life

By Steve Cox

**U**S. Civil Air Patrol Cadet 2nd Lt. Spencer Gilchrist never really knew how important his Search and Rescue and Community First Aid and Safety training would be, until that fateful day when he was responsible for his father's life.

Gilchrist's lifesaving skills took on a close-to-home significance when his family was involved in a near-fatal motor vehicle accident less than five miles from his home in Helena, Mont.

His father, Timothy, suffered severe head injuries in the accident, which also broke his 7-year-old sister's collar bone. But Timothy Gilchrist's life was saved by the quick action of his son, who had been trained, along with other members of the Lewis and Clark Composite Squadron, in American Red Cross Community First Aid and Safety in January 2005.

"Cadet Gilchrist's attention to detail, decisive action and effective response using his CAP training reflect credit upon himself, the Lewis and Clark Composite Squadron, Montana Wing, Civil Air Patrol and the United States Air Force," said Maj. Karen L. Semple, chief of staff for the Montana Wing, who recommended Gilchrist for the U.S. Civil Air Patrol's Certificate of Recognition for Lifesaving.

Gilchrist, 18, a member of the squadron for the past four years, was presented the award recently during the 2007 Montana Wing Conference held in Great Falls. His father, mother and two sisters were in attendance.

Semple was Gilchrist's squadron commander during the first couple of years he was in Civil Air Patrol in addition to being his Community First Aid and Safety instructor.



Photo courtesy of pilot instructor Gil Johnson

Cadet Spencer Gilchrist, center, receives his Civil Air Patrol solo flight award as his mother, Julie, and father, Timothy, look on.

Community First Aid and Safety is a day-long course, which covers basic first aid and CPR.

“At the time I commanded the Lewis and Clark Composite Squadron, the members were very committed to honoring the Memorandum of Understanding CAP has with the American Red Cross,” said Semple. “To facilitate this, I became a qualified health and safety instructor with ARC. Consequently, all squadron members received ARC first aid, CPR and disaster relief training to be ready to support the MOU should the need arise.”

That need did arise on Jan. 7, at about 4:20 p.m., when Gilchrist was traveling on McClellan Creek Road, a gravel county road, with his two sisters and father, who were returning home from a day of skiing. The Gilchrists were in the family vehicle, a 1998 Dodge Caravan.

“We turned off of the highway onto the road headed south,” said cadet Gilchrist, “where in a little less than a quarter of a mile we saw a cloud of dust coming down the road. I said, ‘Hey, Dad, you better slow down. They look like they are going really fast.’”

“Dad replied, ‘Yeah, you’re right. I was thinking the same thing.’”

“Those were the last words he said to me that day,” said cadet Gilchrist. “As soon as the other car came over a little hill, it swerved into a ditch. The driver then attempted to get back on the road, meanwhile losing total control of the vehicle. They swerved left, then right, then left again. As soon as we saw that happen, Dad turned the van right and into the ditch about 10 feet off the road.”

Timothy Gilchrist’s evasive maneuver went for naught, as the northbound pickup, being recklessly driven by an unlicensed driver traveling at a high rate of speed, slammed into the driver’s side door of the van.

“The airbags deployed and the glass from the window flew all over the inside of the van,” said cadet Gilchrist. “I got a mouthful of CO<sub>2</sub> (carbon dioxide from the airbag) and all I could see was the white airbag. Then I heard Terra crying in the back seat.

“Good, she’s alive,” I thought. “And then Alisa yelled,

‘Dad!’”

“I look over and there is Dad, head hanging low, window busted out and blood all over the airbag and his sweat shirt. I started talking to him, saying, ‘Dad, Dad, are you OK?’”

There was no response, according to cadet Gilchrist, who noticed his father was still breathing.

Almost immediately, the CAP cadet implemented his training, directing Alisa, his 12-year-old uninjured sister, to hold their father’s head up to maintain his airway while he searched for his cell phone to call 911.

After making the call, cadet Gilchrist then directed Alisa to attend to their injured sister, Terra, in the back seat.

Cadet Gilchrist then maintained his father’s airway and C-spine and treated him for shock with his own coat while waiting for emergency responders to arrive. All the while, cadet Gilchrist remained on the line with the 911 operator, answering questions, giving updated assessments of his father’s condition and following directions given by the operator.

At one point, cadet Gilchrist expressed concern over his father’s erratic breathing. “My Dad’s breathing has changed. It’s kind of a lower growling, grunting noise. I know it’s not good. I can hear the blood in his lungs. Is there anything I can do?” he asked.

The dispatcher suggested getting Timothy Gilchrist out of the car and on his side, so he could cough up the blood.

“No, I cannot. We are probably going to need Jaws of Life to get him out. The van is pretty bad,” he responded.

“During this time, Dad had his eyes open and, a few seconds later, I noticed they were closed and his breathing wasn’t noticeable. I said to the operator, ‘It looks like



Photo by Cadet 2nd Lt. Spencer Gilchrist, Montana Wing  
Cadet 2nd Lt. Spencer Gilchrist of the Montana Wing received the CAP Lifesaving Award for his heroic response after his family’s vehicle, a 1998 Dodge Caravan, was struck by a speeding truck.

his breathing has stopped.' I said, 'Come on, Dad. Stay with me.'

Timothy Gilchrist then let out a grunting noise, "like he knew what I was talking about," cadet Gilchrist said, and his breathing became more noticeable. "I then said, 'Don't worry, Dad. Alisa, Terra and I, we're all OK. We're fine. I won't let you go until I have to and I'll be at the hospital with you, Dad. Just hang in there.'"

When responders arrived, cadet Gilchrist continued to apply first aid measures while firefighters used the Jaws of Life to extricate his father from the wreck. Meanwhile, a fireman treated Terra in the back seat of the van.

It wasn't until he reached the hospital and went into a waiting room restroom that he fully understood the gravity of the situation.

"I had blood all over my face, in my hair, on my hands," he said. "I took my coat off and dropped it on the floor, then noticed there was blood all over my arms and shirt. ... I felt my scalp. I had glass in my hair."

Timothy Gilchrist was in a coma for about a week after the accident. It was a scary time for his family. "He's doing better now," according to his son, but still struggling to regain full memory and the use of a leg he injured in the accident.

Gilchrist has been very active in the wing's search and rescue exercises since he joined CAP four years ago; his training has focused on communication and ground team member skills. Additionally, in August 2004, he participated in a multi-day special operations rescue team training/exercise in Butte, Mont., which included wilderness survival skills instruction.

Gilchrist said he hopes to be more involved in search and rescue now that the Montana Senate has passed a law allowing cadets to go on SAR missions.

Sample said Gilchrist volunteered to be a "victim" during community emergency response team training conducted for the Montana Wing last fall. And on June 1, she said Gilchrist spent most of his graduation day working as a mission radio operator during an Air Force-graded SAR exercise, which took place locally — "only leaving at the latest moment to attend his own graduation!"

What more would you expect from a CAP lifesaving award recipient? ▲

# Service

*By Steve Cox*

Cadet Lt. Col. Seth P. Model of the New York Wing's East Ramapo Cadet Squadron won't forget his senior year prom night.

Model was on his way to pick up his date for the prom when he saw a serious motor vehicle accident occur. He immediately responded, isolated the vehicle with his own, assessed the injured driver's condition and directed assistance from others.

Currently abroad studying at a language school in Tokyo, Model was honored — via his father's cell phone — with the U.S. Civil Air Patrol's Certificate of Recognition for Lifesaving. His father accepted the award, presented at the recent New York Wing Conference, on his behalf and used his cell's speaker phone option to allow his son to participate in the ceremony.

"I tell people the story of the first bad accident I worked, solo," said Model, now 20 years old and a sophomore in college. "I tell people I gazed ahead, seeing what appeared to be a serious accident and just got into responder mode. I flipped on the strobe lights in my car and closed off the road and just ran into the situation full speed ahead. All I could think about was 'I'm going to get this guy through this.'"

After a delay caused by ensuing traffic, personnel from the local fire department arrived. "I remember the fire chief asking me what I wanted them to do — telling me that I was in charge," said Model. "This was a big deal for an 18-year-old fresh out of EMT training."

# Before Self

## Model Cadet Uses CAP, EMS Skills To Save Injured Motorist's Life

Model, the son of a physician, learned his lifesaving skills while at a Rockland County Fire Training Center's Emergency Medical Technician Course in his hometown of Pomona, N.Y.

Drawing on his status as an EMT, he advised dispatchers the driver had suffered significant internal injuries complicated by fractured ribs and respiratory distress. "(The injured driver) had internal bleeding and was in bad shape," he said. "I felt it and knew it; everything was 'textbook.'"

Model firmly requested an emergency helicopter to transport the patient.

As the driver was pinned by the wreckage, Model improvised continued support inside the vehicle, protecting him from flying glass and metal at his own peril.

A landing area was cleared on an adjacent ramp, the helicopter arrived and Model assisted with the transfer by stretcher. He then turned his attention to the passenger, who hadn't yet been examined. He also consulted with the injured driver's wife, who had been driving several cars behind.

Ultimately, Model learned the driver was listed in serious condition in the intensive care unit with fractured ribs, internal bleeding and a lacerated lung, and that his intestines had been pushed up into his chest cavity.

Model's assessment at the scene was accurate, and his

call for a helicopter transfer proved life-saving. His father, Lt. Col. Lawrence Model, wasn't surprised by his son's heroic actions.

"As a physician I was impressed by Seth's insight, his cool-headed courage, his competence and his confidence," he said. "Seth responded quickly and correctly (using his CAP and EMS skills), and his actions undoubtedly saved the person's life."

"As a father, seeing how far he has come, I am beyond proud, but not surprised. For Seth, service before self is a lifestyle, not a motto."

Seth Model is responsible for his father's involvement in the Civil Air Patrol. "Seth didn't follow in my footsteps; he joined first and then recruited me into CAP," said Lawrence Model, a former group and squadron

commander who now serves as the New York Wing's inspector general.

"I never think of myself as heroic, but as doing my job," said Seth Model, who hasn't spoken to the injured driver since the accident.

"Part of me wants to find him just to see how he is doing," he said. "Yet another part of me just stayed under the radar that day. I felt I just did what any other EMT would have done." ▲



New York Wing Cadet Lt. Col. Seth P. Model is a recent recipient of the CAP Lifesaving Award for outstanding humanitarian service.

# Colorado Cadet Aims High



*By Kimberly L. Wright*

Colorado Wing Cadet Col. Michael A. Kelly has his sights set on a career in the Air Force, his dream since the second grade. As a top-notch Civil Air Patrol cadet leader and a sophomore attending the University of Colorado at Boulder on an Air Force ROTC scholarship, Kelly's CAP experience is helping him follow his dream.

Through CAP, Kelly cultivated his interest in flying. He attended Johnson Flight Encampment hosted by the Illinois Wing in 2001, 2002 and 2004, gaining both solo wings and a private pilot's license. He is now a rated CAP glider pilot.

"Flight hours, among other

things, benefit pilot candidates in ROTC like myself," said Kelly.

Kelly earned the Gen. Carl A. Spaatz Award in June 2006, his crowning cadet achievement so far. He also has excelled in a number of cadet leadership positions, most notably as cadet commander of the Colorado Wing's Mustang Cadet Squadron. During his two terms as cadet leader, the squadron earned the 2006 Colorado Wing Squadron of Merit Award, an honor the unit has not achieved in nearly a decade.

Kelly credited his first

squadron commander, Lt. Col. Bill Strawbridge of Thunder Composite Squadron, for helping him take the first steps in CAP and for fueling his interest in leadership, the military and flying. "I learned much from watching him as a young teenager," Kelly said. "Being a glider instructor, he first got me into soaring, which I continue to take part in today. He was one of those who sparked my

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Cadet Col. Michael A. Kelly, from left, shown here with fellow Colorado Wing cadets Jonathan Merk, Joshua Moore and Charles Matthews during the 2005 Cadet Officer School at Maxwell Air Force Base, Ala., credits his CAP experience with giving him the ability to lead with confidence.



interest in CAP early on and kept me going through my Mitchell award.”

After Kelly moved to Colorado in 2003, Lt. Col. Barbara Gentry rekindled his interest in the cadet program. “I hadn’t tested in a year, and I wasn’t sure I wanted to continue in the program,” Kelly admitted. “The squadron she ran just sucked me back in. It is the legacy of the Gentrys. The squadron they built really inspired me to go on and seek out a military career of service and excellence.”

Kelly’s secret for success in the Cadet Program involves a positive form of peer pressure and surrounding himself with cadets who have achieved more than he has. “This way I always feel I am playing catch-up, and it motivates me like crazy,” he said. “I even have a few Spatzzen friends. After I passed my Spatz, I felt relieved more than anything.”

CAP’s leadership lessons have also influenced Kelly. “I’ve gotten more experience than most adults on how to lead,” he said. “I’m to the point where I can lead confidently in almost any situation.” He also prizes the confidence he has picked up along the way. “To know I can lead a team to accomplish a goal is very comforting,” he said.

A variety of leadership opportunities have solidified his leadership skills — at Cadet Officer School in 2005, as a member of the Training and Planning Staff at the Colorado Wing Encampment in 2006, as a

chair of the Colorado Wing Cadet Advisory Council and as the Rocky Mountain Region representative to the National Cadet Advisory Council. He joined his elite peers from across the nation at the Civic Leadership Academy in Washington, D.C., in March.

Kelly’s favorite major CAP cadet activity so far has been the International Air Cadet Exchange program, which gave him the opportunity in 2005 to tour the Royal Air Force in Great Britain and become an honorary Belgian. “Getting to

Kelly is ranked among the top cadets in his class, and recently he was given a prestigious wing staff job in his detachment, as General Military Course advisor for the semester, roughly analogous to a command chief. “We report to the wing commander regarding issues with the underclassmen and aid in their proper training,” Kelly said. “It’s a prestigious position that almost every future cadet wing commander has held.”

Kelly notices the difference self-discipline has made in his life.

“Especially at college where nobody tells you to do anything, except in ROTC, it can be very hard to stay on task and push things through to completion,” he said. “The self-discipline I learned through CAP has helped me stay on task and prioritize my responsibilities.”

Kelly gained the self-discipline to shelve, at least for the time being, his musical ambitions, which blossomed at about the same time he discovered CAP. Kelly joined the Illinois Wing’s Thunder

Composite Squadron in 2000 and started playing guitar the same year. In 2002, he joined a blues-rock jam band, Break Away, as lead guitarist, and his band won second place in his high school’s Battle of the Bands.

“I still play. I still own four guitars, but the most I’ve done with it since moving to Colorado was being president of the Guitar Club at my high school during my senior year,” he said. ▲

Photo by Jim Tynan, CAP National Headquarters



Cadet Col. Michael A. Kelly, center, is presented the Gen. Carl A. Spatz Award by CAP National Commander Maj. Gen. Antonio J. Pineda, left, and Ret. Air Force Lt. Gen. Nick Kehoe, former chairman of the CAP Board of Governors.

know our British allies better while at the same time getting to know cadets from such countries as Belgium, Turkey, India and Australia was probably the biggest privilege I’ve ever had,” he said.

Kelly’s multifaceted CAP experiences have put him on the fast track in ROTC, as he has more familiarity with military customs than most cadets. “I can now focus on being a quality cadet,” he said.

The difference shows. In ROTC,

# New York Wing's Cadet Program Featured Worldwide on



By Kimberly Barnhart

The New York Wing's Col. Francis S. Gabreski Composite Squadron was featured in March on the groundbreaking show "Teen/Kids News," an internationally televised program anchored by kids.

"With CAP's involvement in homeland security and its activities for youth, it was an ideal story for our show," said the program's creator, Al Primo.

"Teen/Kid News," which is geared toward ages 12-16, is seen by 3.7 million viewers each week, and is redistributed commercial-free to more than 7,000 schools nationwide

through the Education Television Fund. Overseas, "Teen/Kids News" is shown on the Armed Forces Network in more than 1,000 locations in 177 countries.

What was it like to be interviewed by an international news show? "It was a blast!" said cadet Carissa Lackey, 15. "At first we were nervous, but the crew was so professional, we began to relax and just do what we do."

Taping for the five-minute segment took more than three hours to complete. With cameras rolling, the cadets conducted ground school, communications and

flight line operations and even an orientation flight.

They explained why they joined CAP, the challenges they have faced and what they would like to do in the future.

Photo by Capt. Jim Ridley, New York Wing



Then Cadet Capt. Jim Ridley II, cadet commander of the New York Wing's Col. Francis S. Gabreski Composite Squadron, is interviewed by the "Teen/Kids News" crew.

"The cadets loved it," said Capt. Jim Ridley, assistant public affairs officer for the New York Wing. "They were able to show the world why they love the Civil Air Patrol."

The producers and news team were very impressed with the CAP program, he said, especially the cadets' dedication and spirit.

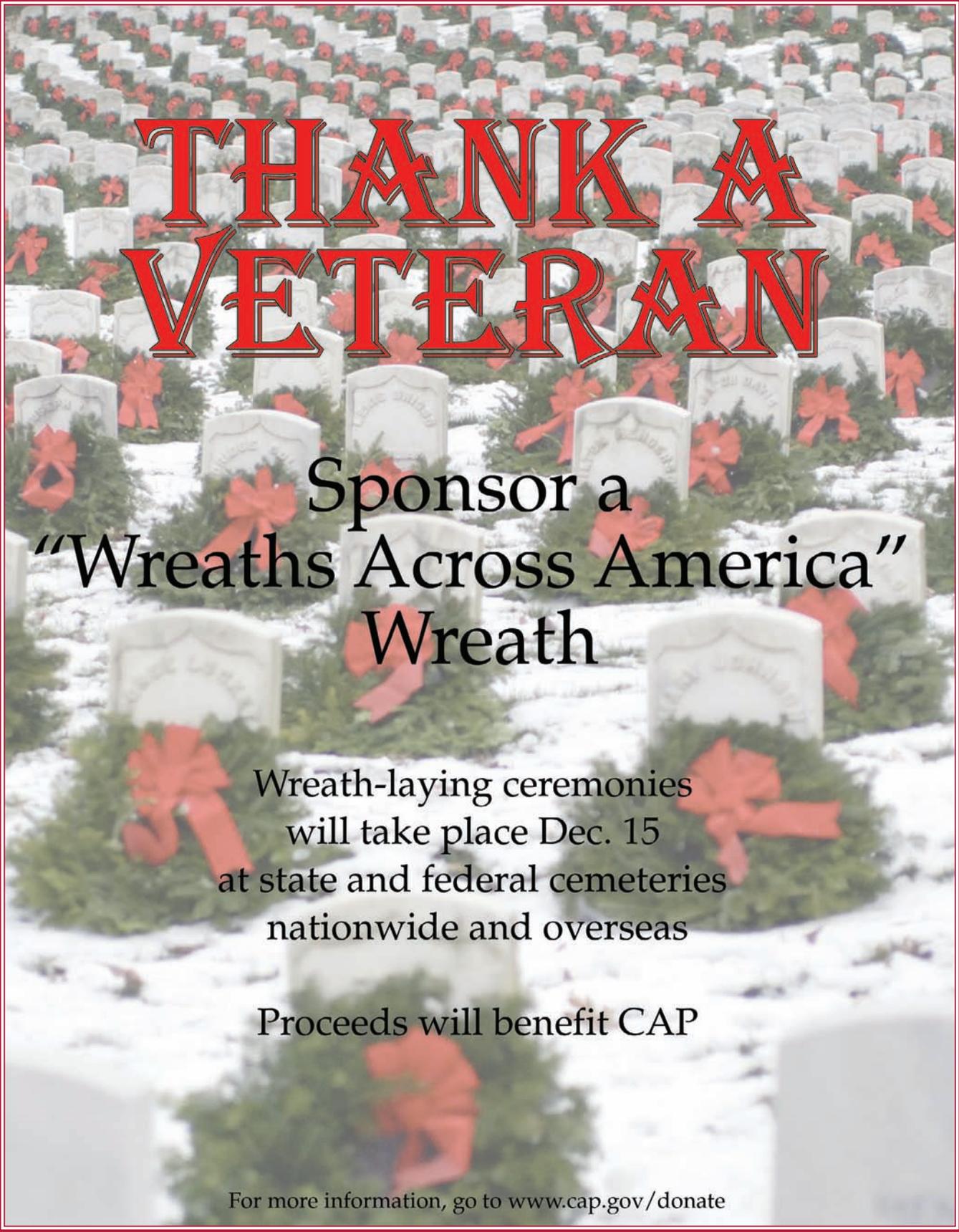
As a result of the show, the squadron has attracted five new members and more are certain to follow, as a tape of

the show is being used as a primary recruitment tool.

As for the show's stars — the cadets — by all reports fame has not gone to their heads, but they are willing to give autographs upon request. ▲

*Editor's note: To see the Civil Air Patrol segment on "Teen/Kids News," visit: [www.capli.com/teen.html](http://www.capli.com/teen.html). To find out when "Teen/Kids News" airs in your area, log on to [www.teenkidsnews.tv](http://www.teenkidsnews.tv).*

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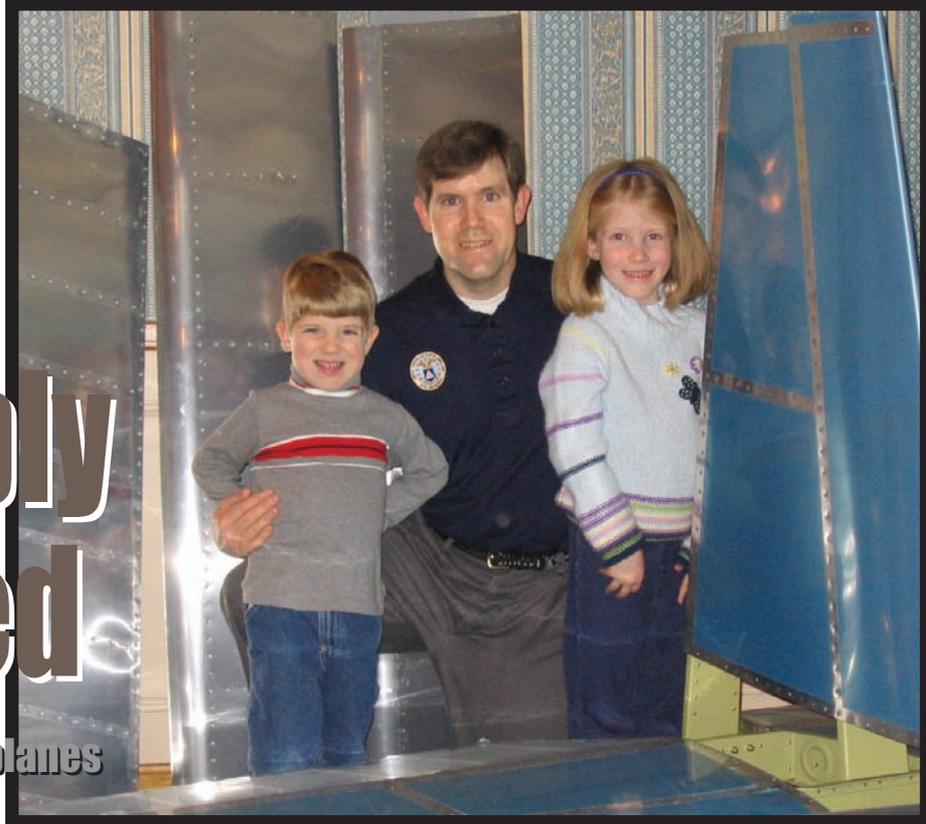
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# Some Assembly Required

CAP officers build own planes



2nd Lt. Matt Metzger and his two children, Nathan and Kate, take a look at a Vans RV-7A wing section kit in Metzger's basement workshop.

By Janet Adams

W

When you hear a grown man say he is building an airplane from a kit, it's natural to assume it's a model or one of those remote-controlled toys spotted zooming around open fields.

Not when the person speaking is 2nd Lt. Matt Metzger or Capt. Ray Balister, officers in the U.S. Civil Air Patrol's Jimmy Stewart Composite Squadron 714 in Indiana, Pa.

Metzger is building a Vans RV-7A aircraft — a two-person side-by-side plane — and

Balister is assembling a Lancair ES four-seater. The two men chose the “slow-build” models over the much higher-priced

“quick-build” kits that are shipped in partially pre-assembled sections. They agree the satisfaction of building/crafting their own plane mitigates the time factor.

According to *Flying* magazine, it takes 1,600 hours to build a standard two-seater. Factor in family responsibilities, jobs and life in general and the actual time can translate into anywhere from five to 10 years or more.

Both men are passionate about flying and their involvement with CAP. Metzger is the squadron's aerospace education and test control officer. Balister is squadron commander. Both also have small children.

Metzger's son, Nathan, 4 years old, is too small to help with plane construction, but daughter Kate, 6, “helped match-drill the wing skins. I believe she may be big enough to buck rivets this coming summer,” he said.

The children like to fly with daddy in the local flying club's Piper Cherokee, where Metzger is a member and part owner of the plane.

Metzger, who has a master's degree in biology and instructional technology, was a R&D microbiologist with Vistakon in Jacksonville, Fla., before the family moved to Pennsylvania late in 2001 to support his wife Diana's career in the medical field. Currently, he is “Mr.

Mom” for his children. Working in a small basement workshop, he has been able to complete one of four sub-kits of his plane — the empennage (minus fiberglass tips and wiring, which are typically done at a later stage), ailerons and flaps. He is now working on the left wing and fuel tanks. “I will be ordering the fuselage kit within the next year,” he said, “and will probably go with their tricycle gear for ease of transition and utility considering the unpredictable southwest Pennsylvania weather.”

For anyone interested in building a plane, Metzger recommends joining the national and local chapter of the Experimental Aircraft Association. EAA members “live to talk flying” and love to answer questions. Many chapters offer Young Eagle Flights to CAP cadets. Local members can also help you choose a good instructor and flight school, he said.

Balister has two sons — Adrian, 5, and Julian, 9. His older son is looking forward to being big enough to join CAP.

Balister, an electrical engineer whose job entails writing software for electronic engineering projects such as computer-controlled telescopes and sophisticated missile-tracking devices, works on his plane in the large workshop he built to accommodate plane parts and self-assembled sections. The boys like to ride their bikes around the shop and ask questions — lots of questions.

When Balister was working in analytical services and materials as a NASA contractor at Langley Research Center in Hampton, Va., he built hardware and wrote software that assisted aerodynamicists who were researching boundary-layer dynamics and laminar flow. Several co-workers were building airplanes and were

involved in the development of experimental aircraft. “While I was exposed to this aviation-oriented environment,” Balister confided, “my desire to fly began to build.”

He obtained a pilot’s license and he flew as much as he could, funds permitting. “I had aircraft available through the Langley Aero Club and, later, another flying club. But I had been bitten badly by the flying bug, and I wanted my own plane,” he said. His wife, Sabrina, went along with the idea of building a plane as long as it was a four-seater.

After researching the market, he chose the Lancair ES. “I flew in one and was thoroughly impressed by its performance and handling,” he said.

Balister would like to spend more time with CAP cadets, encouraging them to fly and to become involved in aerospace programs. “Cadets should take advantage through CAP of any opportunity to crew the aircraft, take ground school, flight training, etc.,” he said. “Their participation will build a network and allow them to gain experience that will serve them far into the future.”

Balister remarked on the change in attitude from low self-esteem to self-confidence as cadets complete challenges and meet goals. “Cadets are put in the position of being asked to do something not for personal gain, but as a service to community and country,” he said. “That commitment and the overall military style of CAP builds character and a sense of responsibility.”

Those traits also translate into the patience and perseverance necessary to be a good parent — and to build a plane. ▲



Capt. Ray Balister, who is building a Lancair ES four-seater, poses with his two sons, Adrian and Julian, in the large workshop he constructed to house his aircraft building project.

# CAP's C-4 Centers

Distress Minus  
The Stress

*By Neil Probst*

U.S. Civil Air Patrol National Commander Maj. Gen. Antonio J. Pineda, back left, and CAP National Vice Commander Brig. Gen. Amy Courter, far right, lend support and guidance to the C-4 training program.



Photo by Susan Robertson, CAP National Headquarters

Bombs explode in America. Chaos ensues. Damage imagery is needed. Important public officials need ferries to disaster areas. Ground teams are needed to check on citizens.

The U.S. Civil Air Patrol is tasked by federal, state and local agencies to respond, and CAP's National Operations Center at Maxwell Air Force Base, Ala., is suddenly flooded with phone calls.

"Who will relieve us?" volunteers wonder. "Where are the volunteers stationed?" commanders and family members call to ask. "We need more supplies!" an incident commander reports.

Thanks to the establishment of four CAP crisis coordination centers, better known as C-4s, CAP's ability to rapidly respond to the myriad needs of any crisis — from answering simple questions to providing equipment, supplies and personnel needs — is now a lean and mean machine.

The CAP volunteers who man the centers' phones and computers complement the work of the NOC in several critical ways.

"C-4 augments control of CAP assets throughout the nation — from ground teams to airplanes and vehicles — and also facilitates members going from point A to point B, monitoring their well-being and making sure whenever they get there, they are taken care of — their food, water and a place to sleep," said CAP National Commander Maj. Gen. Antonio J. Pineda.

"If the incident commander calls a C-4 and says, 'I need more blankets, more cots, more water or more food,' that's the C-4's function to supply them the logistics they need to get the mission done," he said.

"We also rely on the center to answer questions. If the wing commander needs to know where his people are or a family member calls to check on a loved one who is volunteering, they can call the C-4. They don't have to call the NOC, so we have alleviated the NOC of all these responsibilities," Pineda said.

Pineda established the C-4 system after visiting the

NOC during Hurricane Katrina and finding a small number of people working as hard as they could to manage a larger-than-life operation.

"They needed help," he said.

Shortly after his visit, the first C-4 was born in Miami. Today, it is complemented by similar centers in Montgomery, Ala., Little Rock, Ark., and Salt Lake City, Utah.

While Pineda found the NOC inundated, he also learned incident commanders were similarly overtaxed. That meant insufficient oversight of replacement aircrews and ground teams on their way to and from a disaster area. During large-scale disasters like Katrina, Pineda said a watchful eye on the volunteers is especially crucial.

Pineda provided a poignant example that occurred during Katrina: Volunteers from Pennsylvania drove 30 hours to Mississippi, he said, and there was no relief plan in place for them when they arrived.

Each C-4 is equipped with mobile satellite radios to ensure nationwide communication among members, even when cell phone towers and VHF networks are knocked out, as was the case during Katrina. In addition, they are equipped with DSL lines that provide ready access to CAP's WIMRS (Web Mission Information Reporting System) and televisions.

"With these new radios, I can talk from Fort Lauderdale to Hawaii, and it's just like we're talking in this room here," said Pineda.

The C-4 concept has come a long way since Katrina, the national commander said.

For Lt. Col. Pete Norris, a mission coordinator and incident commander who has been a CAP volunteer for more than 30 years, leading the C-4 center in Montgomery is like icing on the cake.

"The biggest thing I like about C-4 is this is a grass-roots effort, and the four of us (C-4 coordinators) are the initial players. We're going to be developing guidelines that will be used for quite some time by our successors," he said. ▲



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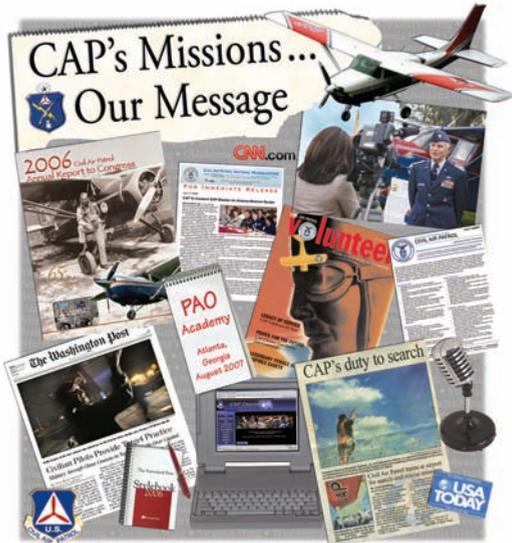
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## U.S. Civil Air Patrol color guard members honor those who fought and died for our flag

*By Kimberly Barnhart*

U.S. Civil Air Patrol cadets consider it an honor to be a color guard member. "It's for all of the people fighting for our country and for those who have died for our freedom," explained one cadet.

# True Colors

As Pacific Region cadet Tech. Sgt. Elena Lazo stood ready to compete in the U.S. Civil Air Patrol's 2006 National Cadet Color Guard Competition, she gently touched the small photo hidden in the folds of her uniform. She knew this competition was far more than precision, turns and regulations. She and her team were honoring the man in the photo — former California Wing cadet and color guard member Marine Lance Cpl. Jason Moore, who was killed in Iraq defending the very colors they would carry that day.

Taking a deep breath, the Pacific Region Color Guard marched onto the field, not thinking of themselves or of winning, but of honoring Moore and other fallen U.S. soldiers with their precision, knowledge and unity in presenting America's colors. Each step, each turn was in remembrance of the sacrifices made by so many. Their commitment and dedication paid off. They honored their fallen comrade — and they came in first place.

For many months before the competition, the seven members of the Skyhawk Composite Squadron in Southern California practiced several times a week,



Photo courtesy of U.S. Marine Corps.  
Marine Lance Cpl. Jason Moore

color guard, to carry with them during practice and during the competitions. I wanted them to know what the colors represent and that this was more than just a competition. They must have full reverence for the flag and realize that it is an honor to carry the colors.”

“We would end each practice in a circle and say, ‘1 – 2 – 3 – JASON!’” said Lazo, now commander of her squadron’s color guard. “It gave us focus and a deeper meaning of the guard.”

Being a member of a CAP color guard is a demanding commitment. Cadets must not only master drills to precision, but they must also be mentally and physically prepared to compete. Before making it to the national competition, squadron color guards compete at the state and regional levels.

Regardless of the trophies and titles, that’s not what it’s all about, according to Lazo.



Members of the Pacific Region cadet color guard pose for a group photo with Air Force Lt. Gen. Michael Peterson, and CAP National Commander Maj. Gen. Antonio J. Pineda after winning first place in the U.S. Civil Air Patrol’s 2006 National Cadet Color Guard Competition. Pictured, from left, are Peterson; Tech. Sgt. Elena Lazo; Maj. Randy McClure, coach; Staff Sgt. Jesse Almanza; Tech. Sgt. David Hubbard; Chief Master Sgt. Top Vance; Master Sgt. Rebecca Thieme; Tech. Sgt. Niko Arranz; and Pineda.

investing countless hours, to prepare for this moment. The commitment to perfection and to honoring Moore formed unbreakable bonds within the group. “We became family,” said cadet Rebecca Thieme, who served as an alternate for the group. “We spent all of our time together.”

The team’s coach, Maj. Randy McClure, wanted the guard to understand the powerful meaning behind the pomp and circumstance. “I gave each of the guard members a photo of Jason, a member of our squadron’s first

“It’s for all of the people fighting for our country and for those who have died for our freedom. That’s what it’s really about.”

Earlier this year, another former cadet from the Skyhawk squadron, Army Sgt. Richard Soukenka, was also killed in Iraq, and the color guard was asked to present the colors at his funeral. “I have never been nervous before any of the competitions,” said Lazo. “But this was different. It was for real.”

The cadets have since chosen to dedicate their 2007

season to Soukenka. “We think of him often and how it felt to present the colors at his funeral. We want to properly honor Richard and the many others who have lost their lives defending America. It’s a big thing to represent them all — and we want it to be special every time we’re out there.” ▲



Members of the Pacific Region Color Guard compete during the U.S. Civil Air Patrol’s 2006 National Cadet Competition. Pictured are, from left, cadets Tech. Sgt. David Hubbard, Staff Sgt. Jesse Almanza, Chief Master Sgt. Top Vance and Tech. Sgt. Elena Lazo.

*“Whether it is the American flag, state flag or Civil Air Patrol flag, think about what they stand for. Think about those who fought for them and even died for them. A U.S. Civil Air Patrol color guard performance is a way of saying thanks to those heroic men and women, a way to stand proud for the right to bear those colors and pay them their due respect and honor.”*

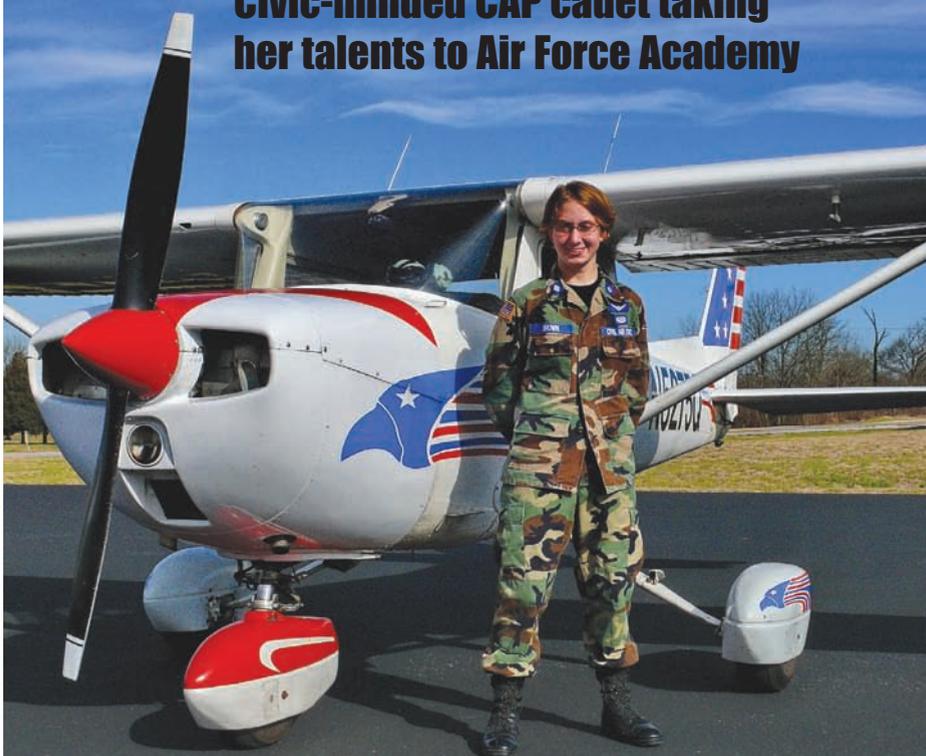
*— Cadet Richard Pope Jr., Texas Wing color guard member*



U.S. Civil Air Patrol color guard members learn how to properly handle the U.S. flag.

# HIGH-FLYING *Cadet*

**Civic-minded CAP cadet taking her talents to Air Force Academy**



CAP Cadet Maj. Emily Brown stands next to a Cessna 152. The Cessna is a non-CAP aircraft, but she has flown a CAP Cessna 172 and 182. Earlier this year, former Tennessee Wing Group II Commander Lt. Col. Bill Lord presented Brown with her wings.

*By Steve Cox*

Cadet Maj. Emily Brown's dreams are taking flight.

The Bledsoe County (Tenn.) High School graduate, who recently received her pilot's wings, will soon be headed to the U.S. Air Force Academy in Colorado Springs, Colo.

Brown learned of her acceptance to the academy on New Year's Day.

Going to the academy has been a dream of the Pikeville, Tenn., teenager for nearly five years now, ever since her first summer encampment as a CAP cadet. During the encampment, she met an Air Force Academy appointee and struck up a friendship with her. Since then, she has met other cadets, and is looking forward to being one herself.

Brown knows acceptance to the academy gets her closer to her ultimate goal.

"My dream is to fly something in the Air Force. I plan to be a KC-135 pilot," she said, describing her aircraft of choice as "a flying gas station" used to refuel fighter jets.

Brown is also known throughout the Tennessee Wing for her involvement in community projects. Most of her favorite projects are related to flight. "I've done air shows in Chattanooga," she said. "I really enjoy doing that. It's just fun."

That is how Brown got

involved in CAP's cadet program.

"I saw a brochure at an air show," said Brown, who was home-schooled at the time. "I thought it would be exciting to be involved in something new."

A phone call to the local squadron commander sparked further interest, especially when she found out the cadets wore uniforms. "I was hooked," she said.

Brown still likes to wear her CAP cadet uniform, and is looking forward to wearing the cadet blue of the Air Force Academy.

"You can just tell (people) respect you," Brown said of wearing her uniform.

Brown is not the first in the family to wear a uniform. Her father, Derek, spent four years in the Army after being involved in the ROTC program in college.

"We're proud of how Emily has had a goal and has spent years preparing to achieve it," said Derek Brown. "She exercises every day, is diligent in her academics and has shown great leadership in her Civil Air Patrol activities."

Brown's mother, Kathy, said, "We've always encouraged Emily to aim high and feel she is ready to meet the challenges ahead."

Brown's community involvement projects include helping her grandfather, Thomas Brown, during the summer in Kentucky. He collects soda cans and recycles them. The money he gets for the cans benefits Habitat for Humanity, a nonprofit, ecumenical Christian organization building affordable housing for peo-

ple in need.

Brown also spent part of this past holiday season helping pack shoe boxes with gifts for underprivileged children in other parts of the world.

"But a lot of what I do in the community is involved in CAP," said Brown.

Her list of accomplishments is impressive. "Emily has been a role model for the community and for CAP," said 1st Lt. Roger Jaquette, Tennessee Wing's public affairs officer.

Brown has served as cadet commander of her squadron, which is based in Dayton, Tenn., for the past two years. Her cadet group is small (averaging about five to seven cadets), but it is a high-achieving

squadron. "We focus on quality, not quantity," Brown said. "I have the best bunch of cadets. They're always motivated."

Her squadron has participated in national activities for the past three summers. Also, last summer, she got to explore Japan as a participant in the International Air Cadet Exchange program.

IACE is a program in which cadets visit other countries in the spirit of international good will. This "once-in-a-lifetime opportunity" took Brown to the Land of the Rising Sun with four other CAP cadets from America.

"We toured Japan for three weeks," she said. "It was just a great, great time." ▲

## CADET BROWN'S ACCOMPLISHMENTS

- Received pilot's wings from former Tennessee Wing Group II Commander Lt. Col. Bill Lord in September 2006.
- Attended four Tennessee Wing encampments (two as a staff member). Has held the positions of flight commander and squadron commander.
- Served as cadet commander of her squadron for the past two years.
- Attended four national cadet special activities (Aerospace Education Academy, National Emergency Services Academy, Air Education and Training Command Familiarization Course and two National Flight academies, one as staff).
- Attended two Tennessee Wing Cadet Leadership schools (one as a seminar leader).
- Has been a member of three Tennessee Wing drill teams.
- Traveled to Japan in July 2006 as a member of the International Air Cadet Exchange.
- Selected as Tennessee Wing Cadet of the Year for 2004-'05.
- Earned a flight scholarship worth \$2,500 to pay for flying lessons.
- Earned both the Mitchell and Earhart awards, and is currently a cadet major.

# RAPTOR Training



Photo courtesy of Ryan Jutte, Boeing

Capt. Mike Murphy stands next to a model of the Air Force's state-of-the-art F-22 Raptor jet fighter. The former U.S. Civil Air Patrol cadet and recipient of the Gen. Carl A. Spaatz Award develops interactive software for Boeing that is being used to train Raptor pilots and mechanics.

*By Janet Adams*

## Washington Wing's Mike Murphy develops training software for Air Force's F-22 Raptor

**N**ow you see it, now you don't — even on radar. That's the stealth factor of the U.S. Air Force's multi-billion-dollar baby, the F-22 Raptor, slated to replace its aging fleet of F-15 Eagles. With a cruising speed of 1,000 mph and 360 degrees of airspace viewed on a screen in an "intelligent cockpit," the Raptor is a fighter pilot's dream machine. Besides

enabling the pilot to see all around the plane, the program analyzes threats and determines which target to strike first. And like all machines that take to the air, Raptors need pilots trained to fly them and mechanics trained to maintain them. Washington Wing's Capt. Mike Murphy, a computer science professional at Boeing in Seattle, is developing interactive computer programs to fill those needs.

From a very early age, Murphy said he "loved anything to do with airplanes and space, and always wanted to fly."

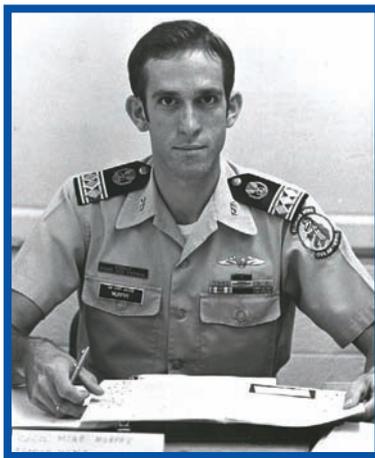
His mother, a schoolteacher who learned about the Civil Air Patrol from a former student, took her son to a meeting. He joined immediately. He credits the years he spent as a CAP cadet, "where we held different staff positions and learned to work together as a team to run the squadron and plan activities," with preparing him to work with different people and with developing an understanding of how to build a team.

Murphy also credits former squadron commander Dave Borrell and the late Jack Sorenson, former director of aerospace education and cadet programs at CAP National Headquarters for 29 years, with "teaching us responsibility and the value of not settling for 'good enough.' I wouldn't have achieved a fraction of what I have without their mentoring, guidance and friendship. I only hope I can pass along to my cadets a part of what they gave me," he said.

Murphy learned to fly a Cessna 150, soloing before he even got a driver's license. He has since flown a number of different types of light aircraft. He worked for American Airlines, programming pilot training courseware for the 757/767, then decided to further his love of

flying by working on an aviation degree.

During two summer breaks, he worked as a counselor at the Aviation Challenge program at Space Camp in Huntsville, Ala., where he enjoyed helping junior high school-age students go from being overwhelmed by the simulator experience in the first few days to confidently mastering it by the end of the one-week Space Camp program. "What greater satisfaction could you get than knowing you helped them see what was possible?" he asked.



Capt. Murphy, seen as a cadet at the 1971 National Staff College, is now a computer science professional at Boeing developing interactive programs for Raptor pilots and mechanics.

Murphy finished his cadet career as the first cadet commandant of Cadet Officer School in 1971, where he worked closely with Sorenson. As a senior CAP officer, Murphy has served as deputy for cadets in two composite squadrons and squadron commander. He inspires cadets to realize their potential, to realize they can succeed. A Spaatz award recipient, he served five years as vice president of The Spaatz Association and is currently on its board of directors.

"I want cadets to understand what's really important in life. The lessons in leadership, in teamwork and doing a job

well are not just for CAP. These skills will stand them in good stead the rest of their lives," he said.

At the 2000 Washington Wing Conference, Murphy received the J. Wesley Crum Award for individual achievement in aerospace education. The award recognizes Murphy's e-mail notes on various aerospace-related items sent to people interested in planes and space. To date, he has sent more than 700 notes. He has also received awards from Boeing for outstanding performance and sustained performance for his work on the F-22 training system.

There is no doubt his former mentors would be proud of their protégé's achievements. ▲

# Bucking Tradition, Iowan One Of CAP's First Female Pilots



By Kristi Carr

One-hundred years old — is it the new 80? For Sgt. Ruth Beard Fuller, who turned 100 in April, redefining roles and standards has been a constant theme throughout her long life.

So, it is not surprising she was among the first Iowa Wing recruits, within months of its establishment in 1943. In her memoirs (Ruth Beard Fuller Papers, Iowa Women's Archives, University of Iowa Libraries), Fuller wrote: "About the time I began flying, I joined the Civil Air Patrol. Wartime, remember? There were weekly drills and instruction on various civil defense matters."

A compelling reason to join the Civil Air Patrol, she acknowledged, was the opportunity to do what she loved — fly. Flying mail or airplane parts to Midwest cities were some of her assignments.

## A young girl dreams of flying

Her dream to fly was born, Fuller said, at the age of 12 when she attended the 1919 Iowa State Fair, where Ruth Laws appeared as a "barnstormer, taking passengers on brief rides. Because her name was Ruth, I took it as an omen."

Fuller postponed her flying aspirations, however, for more than two decades. In the interim, she finished her secondary education while avidly playing basketball and

writing for the Mount Ayr, Iowa, school newspaper. In the 1920s, she was in the minority as a female student at the State University of Iowa (now the University of Iowa).

"For my life after school," she noted, "I had three choices. One was to be a physical education teacher or go on to law school like my father. The other was not something I made public. It was to get married and have six children."

When she met Bernard "Barney" Fuller in a college physics make-up class, the decision became clear. But even in marriage, she tested tradition as she was Protestant and he was Catholic.



## The dream becomes a reality

Lest anyone think Fuller was turning status quo, after marriage and the birth of her two daughters, Peg and Joan, she brought her dreams of flying back into focus at age 36, spurred by the arrival in Centerville, Iowa, where she was now living, of S.A. Hopkins, the town's first flight instructor.

"The airport-owned plane was a Cub Coupe side-by-side with an air speed of 65 miles per hour for cruising," she recalled. "It had dual controls and could be flown from either side."

Fuller's memoirs chronicle her first lessons of "climbs

and turns,” followed after only 14 hours of instruction and then the chance to solo. “I loved it,” said Fuller, “but was so scared I carefully did the dishes, made the beds and straightened the whole house before going for my morning flying.”

After a successful solo flight, Fuller said the next step was to obtain a private pilot license, which involved practicing intentional stalls or spins to learn what to do “if found in that pickle.” Once she had her license in the spring of 1944, she joined the Civil Air Patrol. At that time, most women recruits joined because their husbands belonged, and they did the usual women’s work, as secretaries or radio operators.

Instead, Fuller was, of course, a pilot — the only female pilot in the squadron.

Even so, Fuller’s daughter, Peg, said women were restricted back then, which turned her mother into an

their private plane, and she figures she treated at least 88 friends and relatives to their first flight. In fact, she reported a scare when she took her husband’s 77-year-old Uncle Tony for his first ride. “We were only up about 400 feet, making the first turn of the takeoff pattern, when suddenly he turned toward me and put both arms around me,” she said. “I thought he was panicking. Instead he said, ‘Ruth, I don’t know how I’ll ever thank you for getting me off the ground.’ ”

### Dreams turn to memories

By early 1951, after logging more than 400 hours, Fuller left her flying days behind when she and her husband sold their private plane. At the time, her husband had his student license and Peg was doing landings and takeoffs, but, as Fuller noted, “To fly, one has to trust the ground crew completely. At that time we couldn’t, so

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## A compelling reason to join the Civil Air Patrol was the opportunity to do what she loved — fly.

— Ruth Beard Fuller

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“early feminist.” As Fuller wrote, “One last thought for women’s lib. All the other flyers in CAP were men and commissioned officers. I was a technical sergeant.”

Besides flying for the Civil Air Patrol, Fuller took to the skies to shuttle her husband to business meetings in

we thought it best to get out of flying.”

Even without flying, Fuller continued her life with a full plate of activities — working with the Democratic National Committee; the Catholic Church, to which she’d converted; and the activities of her two daughters.

According to family legend, as related by her daughter, Fuller’s father had consistently encouraged her when she was young, telling her “she could do anything she wanted.” It was obviously a lesson Fuller never forgot, because, in her 90s, she taught herself how to use a computer so she could write her memoirs. ▲

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At left, Sgt. Ruth Fuller ties down her plane after landing at the Iowa City airport to speak at a luncheon.

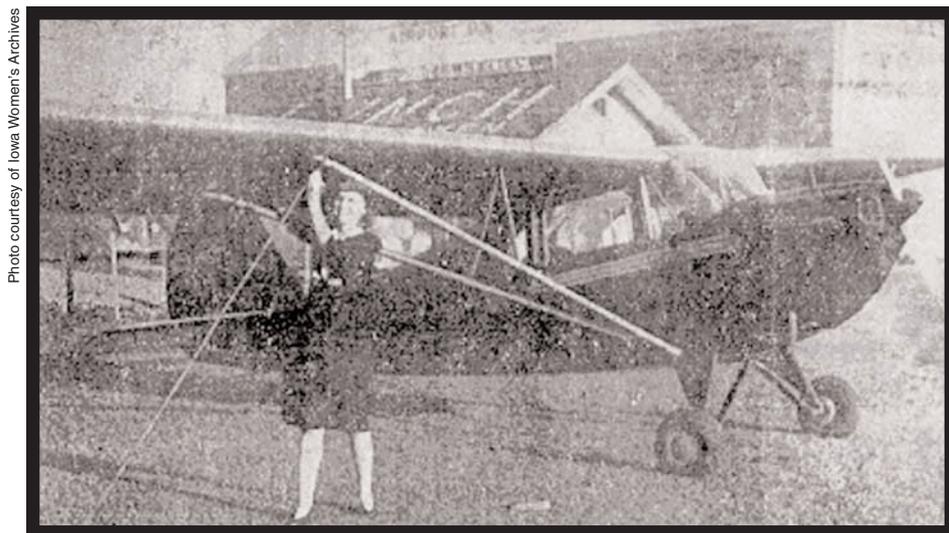
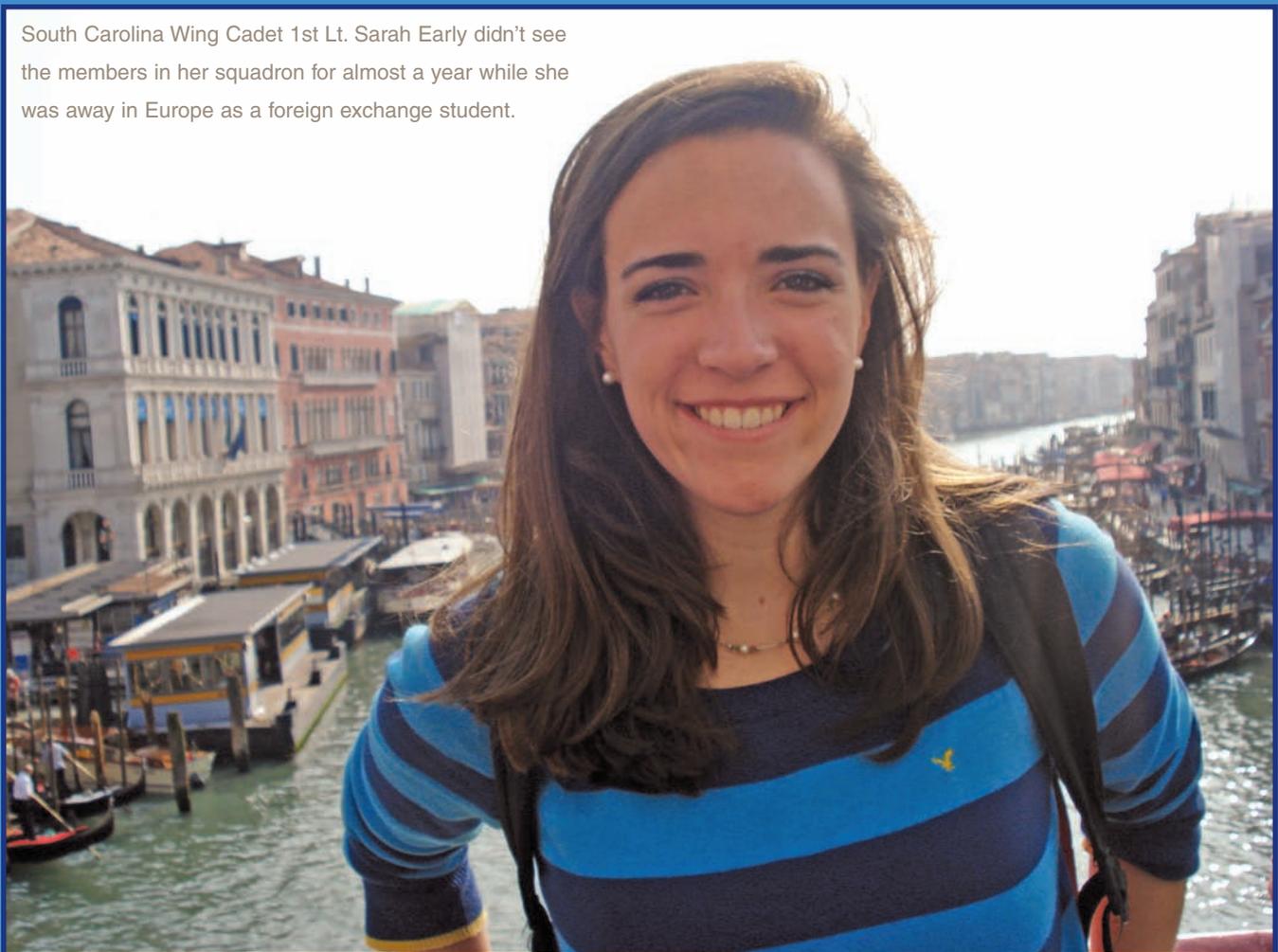


Photo courtesy of Iowa Women's Archives

# Cadet Combines Foreign Exchange Studies With CAP Advancement

*By Kristi Carr*

South Carolina Wing Cadet 1st Lt. Sarah Early didn't see the members in her squadron for almost a year while she was away in Europe as a foreign exchange student.



When Cadet 1st Lt. Sarah Early, a high school junior in Lexington, S.C., left for Europe in August 2006 to participate in the Rotary International Youth Exchange Program, she packed her French dictionary for reference, a pair of good walking shoes for sightseeing and a U.S. Civil Air Patrol study plan.

Early is the first cadet accepted for CAP's independent study program. Her participation means her Civil Air Patrol commitment is not interrupted just because she's more than 4,000 miles away from her squadron.

"Civil Air Patrol has taught me so many things," said Early, a member of the South Carolina Wing's Lexington Composite Squadron. "I could not imagine going without the program for one year. I wanted to advance and stay updated on Civil Air Patrol activities while I was gone on my exchange."

### Will It Fly?

When the independent study program was first introduced, "We weren't sure if it was feasible or even if there would be any demand for it," said Curt LaFond, chief of cadet programs at CAP National Headquarters. (Previously, cadets living overseas could continue in the Civil Air Patrol only if they had access to a squadron, typically on an American air base.) Then along came Early.

"We see now that independent study is working extremely well," he notes, adding, "We're just delighted a super high-achiever like Sarah is continuing on in the Civil Air Patrol."

Whether abroad or on U.S. soil, cadet training traditionally involves five elements — physical fitness, leadership, character development, aerospace education and community activities. For some of the self study elements, her progress was measured through tests pro-

tored by her teachers in France. For the activities requirement, she performed the required number of community service hours. As for demonstrating physical fitness, skiing the Alps was one attractive option.

"The discipline and leadership Sarah has gained from CAP were invaluable to her experience in France," said her mother, Deborah Early. "Highlights were becoming proficient in French, attending a scientific school where less than 10 percent of the students are female, adapting to a new household/culture, traveling throughout Europe and making new friends. She juggled all of this while also striving to move forward with her CAP education."

### The Payoff

"Although I would not have said it when I was younger, Civil Air Patrol has helped me grow up in so many ways," said Sarah. "I have learned about leadership, discipline, teamwork and so much more thanks to this program, and I know I could not have learned these lessons any other

way at my age. It has also given me the opportunity to come out of my comfort zone and try new things."

"I still have one year left in high school," she said, explaining her long-range plans, "but afterward I definitely will be going into the military and hopefully studying biology and possibly start a medical career."

CAP, she concluded, has postured her to reach those goals.

"CAP has helped me learn self-discipline, punctuality, how to keep a positive attitude and so much more," she said, "which is essential not only to success in the military, but also success in life."

For more information on the cadet independent study program, contact Curt LaFond at [clafond@capn-hq.gov](mailto:clafond@capn-hq.gov) or (888) 211-1812, ext. 401. ▲

*“CAP has helped me learn self-discipline, punctuality, how to keep a positive attitude and so much more, which is essential not only to success in the military, but also to success in life.”*

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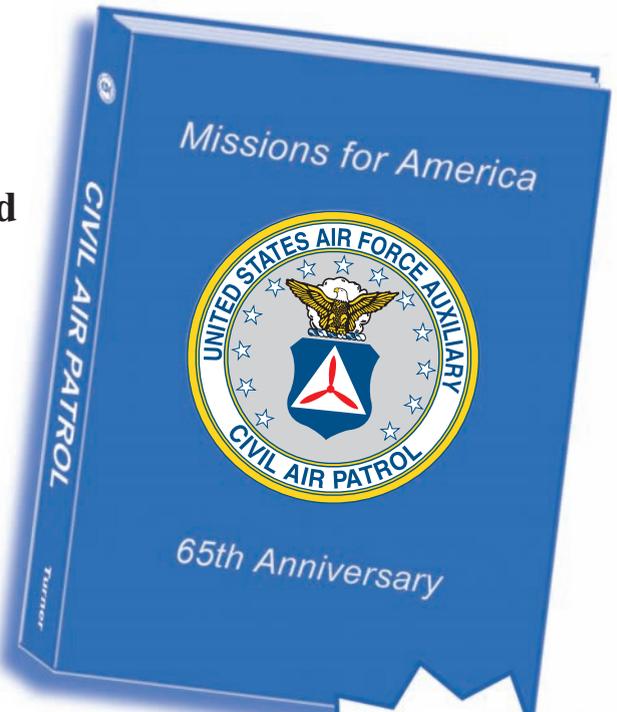
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# Achievements



## Gill Robb Wilson Award

Highest award given to senior members who complete Level V of the 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 March and April.

Lt. Col. James H. Williams	AR
Col. William R. Lynch	AZ
Lt. Col. James H. Sena	CA
Lt. Col. Michael Vorachek	ID
Lt. Col. Jeff Tensfeldt	MA



## 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 March and April.

Capt. Michael W. Coffing	AK	Lt. Col. John V.V. Vredenburg	FL
Capt. Kenneth W. Eggleston	AK	Lt. Col. Laurence E. Wilson	FL
Maj. Silvano A. Wueschner	AL	Maj. Jon M. Jossart	GA
Maj. Matthew W. Anderson	AR	Maj. Albert Van Lengen	GA
Maj. Saman F. Seneviratne	CA	Maj. Patrick J. Zarnik	GA
Maj. John D. Fako	FL	Lt. Col. Michael Vorachek	ID
		Lt. Col. Robert C. Seaton	MA
		Lt. Col. Paul D. Adams	MN
		Lt. Col. Cindy S. Coombs	MS
		Col. Sean P. Fagan	NCR
		Capt. Michael G. Carter	NJ
		Maj. Robert H. Harrison	NV
		Lt. Col. Sam C. Sottosanti	NV
		Maj. Joseph M. Vallone	NV
		Capt. Robert H. Mcmillan	OK
		Capt. Theodore C. Tanory	OR
		Maj. Joyce E. Jeffries	SD
		Capt. Harriet J. Smith	SWR
		Lt. Col. Ted C. Hanson	WA

Photo by 1st Lt. Mike Miller, New Jersey Wing



## More Than 1,000 Strong

Cadet Staff Sgt. Kate Brien of the New Jersey Wing's Air Victory Museum Composite Squadron interviews former U.S. Civil Air Patrol cadet Maj. Nicole Malachowski, No. 3 pilot with the U.S. Air Force Aerial Demonstration Team "Thunderbirds," during an air show held May 11-13 at McGuire Air Force Base, N.J. The event was supported by about 1,000 CAP cadets and officers, as well as more than 200 representatives of the Navy Sea Cadets, Air Force JROTC and Navy JROTC. Duties included patrolling the flight line for foreign objects, cleaning up trash, directing traffic, selling programs, helping with recruitment at static displays and performing as part of an honor guard. Former CAP cadet Maj. Samantha Glinski Weeks, who flies the Thunderbirds' No. 6 jet, was also in attendance.



## Gen. Carl A. Spaatz Award

Highest award for cadets who complete all phases of the CAP Cadet Program and the Spaatz award examination. (Only about one-half of

1 percent of CAP cadets achieve this award.) The cadets listed below received their awards in March and April.

Juan C. Arraya (#1629)	FL
A. James Krystaponis (#1632)	KY
Joshua J. Waddell (#1627)	MN
David J. Spillane (#1631)	PA



## 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 March and April.

Stephanie A. Petelos	AL	William O. Grimm	GA
Erinn E. Scott	AL	Cameron C. McCune	GA
Matthew E. Ramage	AZ	Kevin M. Finson	MD
Joshua D. Wepman	CO	Benjamin J. Piehl	MN
Katelyn M. Baird	FL	David S. Fuller	MO
Dirk Deville	FL	Lauren M. Tweed	NE
Manuel Pelati	FL	Anthony Anaya-Gorman	NM
		Timothy J. Beuth	NY
		Justin P. Baier	OH
		Christopher N. Bingman	OH
		Geovannie Aviles	PR
		Juan R. Garcia	PR
		Alexis Y. Muniz	PR
		Rebecca A. Fraser	RI
		Robert H. Hawk	UT
		Kasey C. Bailey	VA
		Daniel B. Lamb	VA
		Elizabeth R. Stanworth	VA
		Alexis H. Jenkins	WA
		Jessie A. Jenkins	WA
		Austin T. Ross	WV
		Justin T. Ross	WV



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## Great Lakes

### Illinois Encampment Nurtures Leadership Skills

ILLINOIS – Illinois Wing’s Group 22 hosted what turned into one of the wing’s largest training encampments at Naval Station Great Lakes over two weekends in April, drawing 22 senior members and staff and 82 cadets, mostly from the region’s Illinois, Indiana and Wisconsin wings.

The 2007 Illinois Wing Spring Encampment, which is in its 16th year, teaches new cadets about U.S. Civil Air Patrol and U.S. Air Force fundamentals and allows experienced cadets the chance to further develop their leadership skills.

Attendees participated in small-arms marksmanship training, the Navy’s physical fitness program, swim evaluations and testing and basic seamanship training.

Capt. Bob Williams, Group 22 commander, said the experience provided members with a glance inside military life as experienced by recruits at the formative stage of their careers in the Navy. “It’s good for the cadets to see the recruits interface with the RDCs (recruit division commanders) and chiefs,” he said. “It’s not screaming, shouting and general harassment like they have seen in the movies. The military doesn’t work like that today.”

>> Maj. Paul Hanna, Illinois Wing



Photo by Capt. Dave Picek, Illinois Wing

Cadets attending the 2007 Illinois Wing Spring Encampment receive instruction from a U.S. Navy dive instructor on how to use Navy coveralls as a flotation device. Following the poolside instruction the cadets put the theory into practice.

## Middle East

### Virginia Cadets Participate in Elite Rocketry Challenge

VIRGINIA – Wicomico Composite Squadron cadets participated in a mid-May Team America Rocketry Challenge held at The Plains, Va. They were one of only 100 teams invited out of 690 from 48 states that entered the competition.

TARC is an aerospace design and engineering event sponsored by the American Association of Physics Teachers, the U.S. Department of Defense and NASA for 7th-through 12th-grade teams. The event involves designing and building a model rocket weighing 3.3 pounds or less



Photo by 1st Lt. Tuck Rosenberry, Maryland Wing

Wicomico Composite Squadron cadets look over their entry in the national Team America Rocketry Challenge before liftoff.

using certified model rocket motors that carry a payload of one Grade A large egg for a precise flight duration of 45 seconds. The rocket must achieve an altitude of 850 feet, measured by an on-board altimeter, and return the egg to earth uncracked.

The cadets on the Wicomico team, all of whom received their U.S. Civil Air Patrol Model Rocketry Badge as a result of their participation, were Cadet Capt. Daniel L. Nicholson; Cadet 2nd Lt. Kevin A. Gravenor; Cadet Staff Sgts. Patrick B. Naumann and Brandon M. Wojeck; Cadet Tech. Sgt. Jacob D. Terlizzi; Cadet Airmen 1st Class Garon E. Clark and Kurt W. Webster; Cadet Senior Airman Zachary M. Jones; and Cadet Airmen Ryan K. Murray, Bretton S. Rosenberry and Sooley Sanourath. Support was provided by senior members 1st Lt. Tuck Rosenberry and 2nd Lts. Robert L. Bryant, Mollie Harrison and J.R. Walters. >> Maj. George R. Murray Jr., Maryland Wing

## North Central

### Missouri Squadron Participates in River Cleanup

MISSOURI – Twelve cadets and senior members from the Cass County Composite Squadron joined 350 volunteers from the Kansas City metro area as participants in the 17th Annual Project Blue River Rescue — a river cleanup project that spans 10 cities in three counties.

Items collected throughout the day included 600 tires, a kitchen counter, containers of used oil, a hotel key and a gun, as well as a large assortment of milk jugs, water and liquor bottles and convenience store cups.

Participating from the U.S. Civil Air Patrol were Cadet Master Sgt. Josh Hargis; Cadet Airmen 1st Class Kyle Cass and Blake Goodman; Cadet Senior Airman Karra Miller; Cadet Airmen E.J. Wilson, Josh Goodman, Austin Hooper and Aaron Hooper; Cadet 2nd Lt. Michael Hargis; and Capts. Melinda Berry, Tony Belto and Tammi Miller. >> Capt. Tammi Miller, Missouri Wing



Capt. Melinda Berry, Cadet Master Sgt. Josh Hargis, Cadet Airman 1st Class Kyle Cass and Cadet Airmen Aaron Hooper and Josh Goodman work to roll away a large truck tire they retrieved from the Blue River during a community cleanup project.

Photo by Capt. Tony Belto, Missouri Wing

Photo by Sr. Mbr. Mark Hoover, New York Wing



The North Castle Composite Squadron honor guard — including, front to back, Cadets Capt. Natasha Cohen, Airman Nick Miraglia, Senior Airman Jason Dela Rosa on and cadet Airman Henry Quezada — performs during the New York Wing Conference dinner cruise on May 5.

## Northeast

### New York Members Takes Aquatic Approach to Annual Banquet

NEW YORK – New York became one of the first wings to “go naval” as some 200 senior members, cadets and guests boarded the Lac du Sacrement, the largest cruise ship on Lake George, for the wing conference banquet on May 5.

In addition to cruising the length and breadth of Lake George, the banquet featured honor guard performances, wing awards — including recognition for Cadet Maj. Elizabeth Anger of the TAK Composite Squadron as Cadet of the Year and New York Assemblyman Dave Townsend as Legislative Officer of the Year — and a keynote address by John R. Gibb, director of the State Emergency Management Office.

The dinner cruise capped a day of assemblies where New York Wing Commander Col. Kenneth Andreu called upon members to “raise the bar” by setting goals and accepting challenges with enthusiasm. Wing priorities include aircraft acquisitions, member recruitment and retention, safety and expanding the wing’s school enrichment programs. >> 1st Lt. Bob Stronach and Capt. Jim Ridley Sr., New York Wing

## Pacific

### Parade Provides Hawaii Squadron Chance to Shine

HAWAII – After seeing the Lyman Field Composite Squadron cadets marching in a small-town Christmas parade and reading about them in a local newspaper, the organizers of the annual Merrie Monarch Festival Royal Parade in Hilo, Hawaii, personally invited the squadron to participate in the state's biggest and best parade of the year.

The squadron took full advantage of the opportunity to showcase its program by building a memorable, eye-catching float — a replica of its single-engine Cessna 182 Skylane.

The parade is the grand finale to a weeklong festival held in Hilo in honor of King David Kalakaua, last king of the Hawaiian Islands, whose reign was marked by a resurgence of interest in Hawaiian culture, music and hula performances. Because of his love of dance and music, Kalakaua was nicknamed the “Merrie Monarch.” The festival has evolved into what is now universally considered to be the world's most prestigious hula competition, with *halaus* coming from all over the world to compete. >> 2nd Lt. Barbara Cooper, Hawaii Wing



Sr. Mbr. Jeff Miller pulls the Lyman Field Composite Squadron's float — a replica of its single-engine Cessna 182 Skylane — as squadron members march in the Merrie Monarch Festival Royal Parade in Hilo, Hawaii.

## Rocky Mountain

### New Utah Color Guard Lands Spot in 2007 NCC

Photo by 2nd Lt. Thayne Mickelson, Utah Wing



The Cache Valley Composite Squadron's first-year color guard — from left, Cadet Staff Sgt. Jooyoung Lim, Cadet Senior Master Sgt. Brayden Mickelson, Cadet Senior Airman Zachary Hopkins and Cadet Tech. Sgt. Chase Hicken — stands at attention while awaiting inspection during the Rocky Mountain Region Cadet Competition in Cheyenne, Wyo.

UTAH – Much more than beginner's luck was involved when the Cache Valley Composite Squadron's color guard capped its first year of existence by coming out on top of the cadet competition for not only the Utah Wing but also the Rocky Mountain Region. The achievement earned them a trip to the 2007 National Cadet Competition held in Dayton, Ohio.

The hard-working cadets — Cadet Senior Master Sgt. Brayden Mickelson, Cadet Senior Airman Zachary Hopkins, Cadet Staff Sgt. Jooyoung Lim and Cadet Tech. Sgt. Chase Hicken, with Cadet Airman 1st Class Josh Hendrickson serving as alternate — are the first rookie team from the Rocky Mountain Region to ever compete at the national level and the first Utah team to reach that level in decades.

Their success followed more than six months of studying, running and practicing for the competition, which included a written exam, mile run, uniform inspections and a variety of flag presentation drills. In taking the regional event, they ended the Colorado Wing's 10-year championship streak.

The team's success included winning the Fleet Foot Award at both the state and regional levels, paced by Mickelson's 5:17 time. >> Chaplain Capt. Milton Maughan, Utah Wing

## Southeast

### Demonstration Doubles as Career Exploration Course

TENNESSEE – Medical rescue and air evacuation was the focus of a demonstration, complete with helicopter operations, that Group II hosted recently for 35 members of the Cleveland, Chattanooga and Rhea County Composite squadrons; the Choo Choo Senior Squadron; and Group II headquarters.

Presenters included Timothy Weis and Mark Jessen, both Air Evac Lifeteam pilots. Jessen landed an Air Evac Bell 206 helicopter on a ball field where participants were gathered. Cadet Maj. Emily Brown of the Rhea County Composite Squadron assisted as landing director.

Cadets and senior members were invited to inspect the helicopter, take photos and ask the pilots and the other team members — Janeen Rawlings, a registered nurse, and paramedic Steve Bryson — questions. The Q&A session explored the fascinating duties and responsibilities of the Air Evac professionals. >> Capt. Rob Parnell, Tennessee Wing



Photo by Capt. Rob Parnell, Tennessee Wing

Air Evac Lifeteam members answer questions from Tennessee Wing Group II cadets and senior members.



Photo by Capt. Denise Thompson, Texas Wing

U.S. Rep. Nick Lampson, D-Texas, talks with cadets in the Thunderbird Composite Squadron during a barbecue held at the Veterans of Foreign Wars Hall in Katy, Texas. The event was part of a welcome home celebration held for National Guardsmen returning from Iraq.

Wars Hall, where participants were served a barbecue lunch.

U.S. Rep. Nick Lampson, D-Texas, complimented the cadets' participation in the festivities. >> Capt. Denise Thompson, Texas Wing

## Southwest

### Texas Squadron Helps Provide Soldiers a Heroes' Welcome Home

TEXAS – Members of the Thunderbird Composite Squadron joined Navy Sea Scouts, Cub Scouts and veterans of all ages on June 2 in Katy, Texas, as participants in a welcome home celebration and parade for National Guardsmen returning from Iraq.

Citizens waving American flags lined the streets of the small town west of Houston to cheer the soldiers, who were dressed in digital battle dress uniforms. Humvees led the way for each unit.

One squadron member added a festive flair to the parade by marching in a vintage flight suit alongside three others dressed in vintage uniforms, proudly carrying an Air Force flag. The parade ended at the Katy Veterans of Foreign

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