

CIVIL AIR PATROL

March-April 2007



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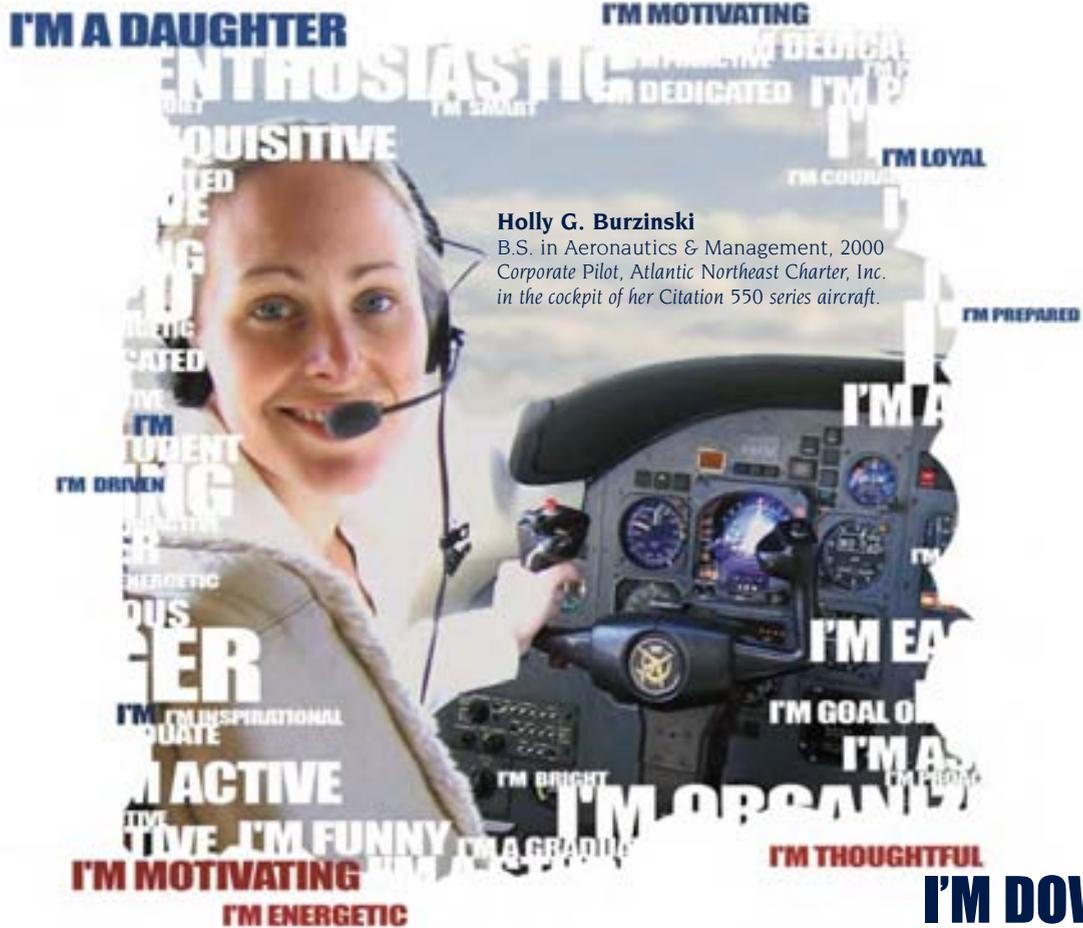
Air Force Calls on Member's Expertise



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CIVIL AIR PATROL

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Photo by 1st Lt. Gary Ernest, Alabama Wing



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ON OUR COVER

Maine Wing cadets Eric Madore, front, and Chris Slininger place wreaths next to gravestones at Arlington National Cemetery. The cadets joined CAP members who took part in the first-ever Wreaths Across America ceremonies held at Arlington and at gravesites across the nation. A special section begins on Page 24. Photo by Susan Robertson, CAP National Headquarters.



Today the Civil Air Patrol, one of America's premier volunteer organizations, is 58,000 strong, growing and always in need of more professionals from all walks of life, including doctors, pilots, communications experts and educators, who want to give back to an America in need. In the air and on the ground, CAP members across the country provide a host of professional services in their local communities, cities and states, such as search and rescue, disaster relief, homeland security, helping fight the war on drugs, aerospace education and mentoring America's youth.

To emphasize CAP's unity and volunteer spirit, the National Board and I have adopted "U.S. Civil Air Patrol" as our organization's moniker. I encourage all members to embrace this new name, which better embodies a concept that's been with CAP from the beginning. Indeed, CAP is a U.S. organization, steeped in a glorious heritage of patriotism through public service. It is this spirit of neighbor helping neighbor – private citizens taking action and making sacrifices to benefit their homeland — that is the heart of true patriotism and the heart of Civil Air Patrol.

Through patriotic service, CAP is also sharpening its strategic efficiency and professionalism. As of Jan. 1, four deputy chiefs of staff were appointed — Col. David L. Mikelson, training; Col. Eileen L. Parker, support; Col. Andrew E. Skiba, operations; and former CAP National Commander Brig. Gen. Richard L. Anderson, strategic missions — who will collaborate with directors within their respective areas. The deputy chiefs of staff are extremely proficient in their area of service. They are excellent leaders in their own right who will share their expertise with our national staff officers, directors and the CAP National Headquarters staff to provide more streamlined, responsive support to CAP members in the field. CAP is also working to ensure wide geographic representation among those chosen as national staff officers.

As your national commander, I encourage all CAP volunteers and our loyal supporters to communicate your suggestions and concerns. Individuals with agenda items that have not been brought before the National Board or those wishing to share shining examples of outstanding performance and efficiency are encouraged to e-mail the deputy chiefs of staff or CAP National Vice Commander Brig. Gen. Amy Courter. Their contact information is available at www.cap.gov.

In closing, please join me in congratulating Col. Larry Kauffman, who recently resigned from the position of national chief of staff to accept an opportunity with CAP National Headquarters. During more than 20 years of dedicated service to CAP, Kauffman served as a member of the CAP National Board and National Executive Committee. I know I speak for all of CAP's leadership and our community partners in acknowledging his significant contributions and meritorious service.

Semper vigilans!

A handwritten signature in blue ink that reads "Antonio J. Pineda".

Maj. Gen. Antonio J. Pineda
CAP National Commander

Photo by 2nd Lt. Debra Blais, Arizona Wing



Arizona Wing Squadrons Help Send Off National Guard Troops

Members of the Arizona Wing's Tucson Composite Squadron and the Neotoma Composite Squadron meet with Col. Louis Jordan, commander of the Western Army National Guard Aviation Training Site, left, in Army combat uniform, and Maj. Gen. David P.

Rataczak, adjutant general of the Arizona National Guard, also in ACUs. The meeting occurred during deployment ceremonies on Jan. 2 for more than 2,500 Arizona National Guard troops being deployed to Afghanistan. The ceremonies were held in the Western Army National Guard Aviation Training Site at the Silverbell Army Heliport in Marana, Ariz.

Photo by Maj. James Shaw, Southeast Region



Aviation Museum Salutes CAP On 65th Anniversary

In honor of Civil Air Patrol's 65th anniversary, the Museum of Aviation at Robins Air Force Base, Ga., hosted a

one-day CAP historical exhibit on Dec. 2. The exhibit featured about 300 CAP historical items, including the uniform (pictured) of Lt. Col. Winship Nunnally, the first Georgia Wing commander, presented by son Robert Nunnally and his wife, Karen. Maj. James L. Shaw Jr., Southeast region historian, and Lt. Col. Todd A. Engelman, both of the Georgia Wing, also contributed their private collections, which included vintage uniforms, manuals, insignia, posters and photos. A video presentation on CAP's history also was shown at the exhibit.

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

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A FAMILY AFFAIR

Cadets and Their Moms Share CAP Experiences

By Janet Adams

On Air Force bases and airfields and on islands large and small within the archipelago that forms our 50th state, Hawaii Wing composite squadrons offer outstanding Civil Air Patrol cadet programs to their young volunteers. And just as within the continental U.S., mothers play an important role in the success of these programs.

For Maj. Lily Gabriel of the 66th Composite Squadron at Hickam Air Force Base on Oahu, a former director of cadet programs for the Hawaii Wing, being a CAP mom means “helping our cadets succeed. We plan and conduct the nitty-gritty stuff of training and missions, while still being a mom who helps select suitable movies for

squadron parties,” she said. “We try to lead by example, giving our wholehearted support to a cadet program that holds up its young men and women as shining examples of everything that is right in the world.”

Gabriel’s son Louis earned a Gen. Carl A. Spaatz Award as a CAP cadet and is now a cadet first class at the U.S. Air Force Academy in Colorado Springs.

Commander Mom

“My mom is a leader, a mentor and a mom, but she wasn’t my mom in CAP, she was my commander. Working with her in a professional setting, I experienced a side of her I wouldn’t have known otherwise — as a teammate,” said Louis Gabriel.

“CAP gave me the opportunity to learn in a safe environment ... to make mistakes and have supportive, respectful people guide me in the right direction. The hardest people to lead are your peers — volunteers who could just walk away! In the CAP family, I learned about myself and how to really be part of a team.”

Louis Gabriel’s cadet experiences also made life at the Air Force Academy easier academically.

“I’d already studied leadership and aerospace,” he said. “And I didn’t have to spend time learning how the military works and what an Air Force career is all about. When offered a command position, I had full understanding of what I was getting into,” said the former cadet commander.

“CAP gave me a big box full of tools for life, and every CAP member I met contributed to it,” he said.

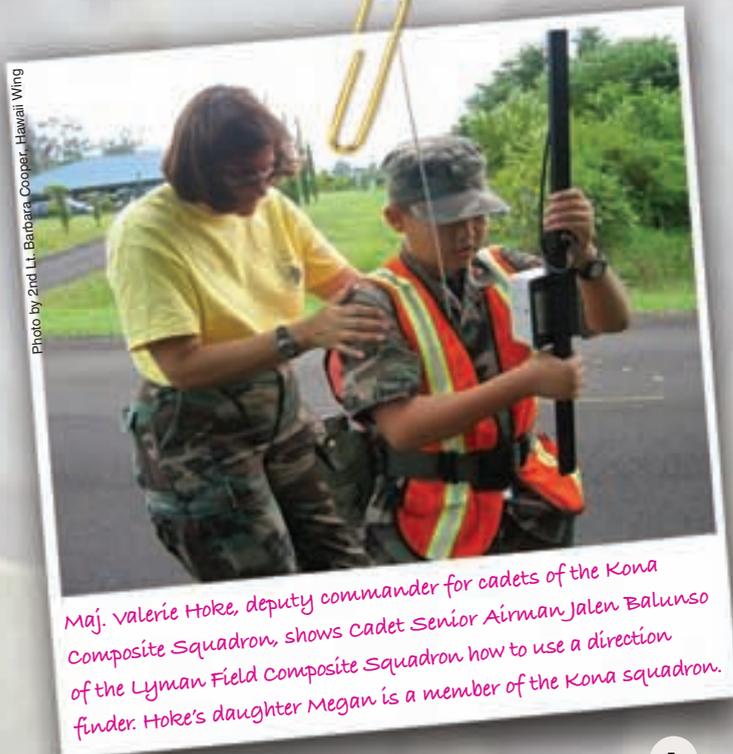


Photo by 2nd Lt. Barbara Cooper, Hawaii Wing

Maj. Valerie Hoke, deputy commander for cadets of the Kona Composite Squadron, shows cadet Senior Airman Jalen Balunso of the Lyman Field Composite Squadron how to use a direction finder. Hoke's daughter Megan is a member of the Kona squadron.

Direct Involvement

The city of Hilo, on the biggest island of Hawaii, is home to 2nd Lt. Barbara Cooper. Her 14-year-old son Owen is a cadet second lieutenant in the Lyman Field Composite Squadron. At first, he wasn't too sure he liked the idea of his mother being involved in cadet activities. "But after I became a full-fledged senior member," Cooper said, "he was hounding me to get a uniform and start earning some ribbons."

Though she admits to not doing well in a Cessna, 2nd Lt. Cooper, a licensed land surveyor, is learning ground SAR procedures. She hopes to incorporate into the cadet SAR program the use of handheld GPS units along with GIS (Geographic Information System) software for mapping ground and aerial search routes.

"CAP has provided me with a wonderful way to be directly involved with my son's development and activities. As a mom, I have taught Owen how to sew on his own patches and how to iron his uniforms. As a cadet senior grade noncommissioned officer, Owen has taught me how to 'blouse' my BDU pants and to properly roll up my sleeves," she said.

"I have proudly watched him lead the color guard in parades and at other events, and he has laughingly enjoyed watching his mother learn how to salute and 'about-face.' I'm seeing him mature quickly from a young boy into a responsible, self-confident and physically fit young man."

Setting a Good Example

Other mothers in the Lyman squadron who are deeply committed to the cadet program include 1st Lt. Donna Miller, deputy commander for cadets. A single mom of six, her youngest son Ralph — "Ekolu" — came up through the cadet ranks and is now attending the U.S. Naval Academy in Annapolis, Md. Cadet Miller was active in the Lyman squadron, where his dream of flying took wing.

"During my time in Civil Air Patrol, I was not sure if it was preparing me enough for a service academy. But



2nd Lt. Barbara Cooper poses for a photo with her 14-year-old son Owen, a cadet second lieutenant in the Lyman Field Composite Squadron.

Photo courtesy of Lyman Field Composite Squadron

when I arrived at the Naval Academy and saw how far ahead I was compared to the other students, it became clear to me that my time in CAP was well worth it," he said.

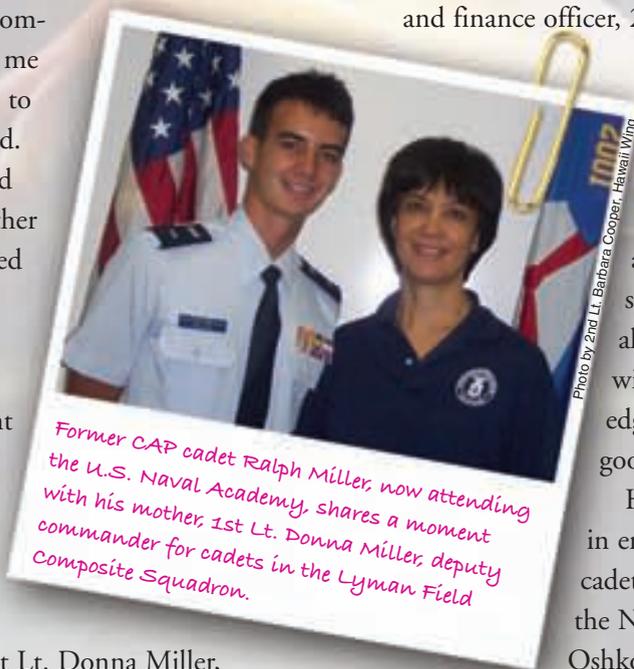
The Lyman squadron's moral leadership instructor and finance officer, 2nd Lt. Ruth Statler, is a

home-school mother whose twin 16-year-old boys, Barrett and Forrest, are cadet first lieutenants. "One of the great things about the cadet program," said 2nd Lt. Statler, "is it allows cadets to interact with adult leaders — knowledgeable mentors who set good examples."

Her sons have participated in encampments and national cadet special activities, such as the National Flight Academy in Oshkosh in 2006. Together, they have actively participated in

search and rescue exercises and missions, including responding to the Oct. 15 earthquake on the island of Hawaii. During this mission they relieved the communications officer by manning the radio and keeping in contact with the aircrew.

"Civil Air Patrol has been a great fit for my two



Former CAP cadet Ralph Miller, now attending the U.S. Naval Academy, shares a moment with his mother, 1st Lt. Donna Miller, deputy commander for cadets in the Lyman Field Composite Squadron.

Photo by 2nd Lt. Barbara Cooper, Hawaii Wing

Photo by Cadet 2nd Lt. Owen Cooper, Hawaii Wing



There are four moms in the Lyman Field Composite Squadron of the Hawaii Wing — from left, 2nd Lts. Ruth Statler, Barbara Cooper and Leslie DeRego and 1st Lt. Donna Miller.

join, attended CAP meetings with her parents until she became a cadet at 12. Since then she has been active in cadet programs and is currently a flight sergeant.

“There are not many opportunities for kids to learn leadership skills, experience flying, learn about space and discover there is more to life than this island,” Valerie Hoke said. “CAP gave Megan and many of her friends the chance to meet other kids from around the world and to learn leadership, morals, ethics and discipline. These cadets have developed integrity and a higher standard to hold themselves to. Whenever we are around other teenagers, we realize how lucky we are to be involved in this program.”

The value of CAP programs for teens was important to 1st Lt. Lea Dominici when she encouraged her son, Jason, to join four years ago. Now a chief master sergeant, he remarked, “This is where I am meant to be: I get the chance to fly!”

1st Lt. Dominici has progressed from cadet sponsor to deputy commander for cadets in the Wheeler Composite Squadron at Hickam Army Air Field in central Oahu.

“I enjoy working with youth who are our future leaders. They bring such a great enthusiastic view of the world to the program,” she said.

All the moms in the wing expressed their joy in being a part of the CAP family.

Barbara Cooper summed it up with this remark: “CAP allows me to not only serve my community in times of need, but also to share that privilege and reward with my child.”

bright, hardworking, structured and athletic sons,” Statler said. “By relying on the leadership skills they learned in CAP, they have organized and planned activities, are mentoring other cadets and teaching aerospace, emergency services and leadership classes.”

Chance to Fly

Maj. Valerie Hoke, deputy commander for cadets of the Kona Composite Squadron on the western side of the island of Hawaii, joined CAP 10 years ago because her husband was a CAP pilot.

“He encouraged me to join so we could fly together more often,” Hoke said.

Megan Hoke, who at 6 years of age was too young to

“We try to lead by example, giving our wholehearted support to a cadet program that holds up its young men and women as shining examples of everything that is right in the world.”

*Maj. Lily Gabriel
66th Composite Squadron, Oahu*



CIVIL AIR PATROL volunteer

Celebrating Our 65th Year of National Service



The U.S. Civil Air Patrol of yesterday, today and tomorrow was revered during our 65th anniversary commemorative events held recently in conjunction with our Winter National Board and Legislative Day in Washington, D.C. A time capsule dedicated there represents our past, and it will be an important historic artifact when it is opened in 65 years. Each of CAP's 52 wing commanders joined our national commander, CAP-USAF commander, national historian, the chair of CAP's Board of Governors and me in presenting a collection of memorabilia that symbolizes our 58,000 volunteers' ongoing quest to provide superior public service in performing emergency services, search and rescue, cadet programs and aerospace education Missions for America. The participants were deeply touched by the opportunity to be a part of history in the making by submitting items that will forever solidify each wing's profound contributions to their local community and, collectively, to this great nation.

In the year 2072 when the time capsule is opened, I am certain the members of the future will hold our first 65 years of service in awe, just as we marvel and celebrate today the accomplishments of our forefathers — the brave subchasers who defended the Atlantic Coast from the U-boat menace during World War II. Three subchasers were honored during Legislative Day with promotions to the rank of colonel — Buddy Harris, Martin Miller and Ed Phipps. These subchasers embody the volunteer spirit of CAP that still exists today; they risked their own lives for the cause of American freedom.

In its first 65 years of service, CAP has established a firm foundation for the future. Our success in the next 65 years will depend, to a large degree, on programs designed to uplift youth — tomorrow's leaders. CAP's School Enrichment Program was established to achieve this goal. Recently, I visited Philadelphia, where a pilot School Enrichment Program was launched at an inner city school called Creighton. CAP is changing lives at that school, where parents acknowledge real differences and positive changes in their children because of exposure to CAP. I am certain the program will enrich CAP's future, just as it will enrich the lives of America's youth as it grows and expands in the coming years.

The most important part of CAP's past, present and future is the volunteer. Adults and cadets from different backgrounds, parts of the country, areas of interest and moments in time are forever bound by the same desire to serve their communities. No matter how much our technology and missions change in the next 65 years, our volunteer spirit will forever hold true.

I personally invite any citizen who wishes to become a part of this historic organization to attend the next weekly meeting of a local unit to learn about Civil Air Patrol in your area. To find out how you can get involved, become a better leader, mentor our youth and enrich our great nation by being a CAP volunteer, please go to www.cap.gov or call (800) FLY-2338.

Don Rowland
Executive Director

Cell Phone Data **AMPLIFIES** Search and Rescue Efforts

By Kimberly Wright Harper

Cell phone triangulation is reaping dividends for the Civil Air Patrol. In four 2006 searches where a missing person's cell phone data was used, two crash sites and three injured passengers were found.

Even before two recent searches in Oregon — for the James Kim family and when Mount Hood climbers brought national attention to the cell phone's role in searches — 1st Lt. Justin L. Ogden, commander of the Pennsylvania Wing's Mid-State Composite Squadron, augmented search efforts by gathering data from a missing person's cell phone. Ogden has become CAP's cell phone data guru, using his technological background in electrical engineering to boost CAP search and rescue missions.

How it works

With cell phone triangulation, search and rescue personnel can determine a cell phone's approximate location, even if it isn't in use. Since a cell phone periodically gives out a signal, by identifying what tower or sector is receiving the signals, the phone's approximate location can be determined.

Of course, this strategy in locating missing persons hinges on whether the phone is on, survived possible impact, still has a charge and is located in the provider's service area, Ogden said.

Cell phone records also can help determine whether an overdue flight should be cause for concern. All cell

Photo by Sr. Mbr. Rich Brink, Pennsylvania Wing



Maj. Jeff Riley, left, commander of the Pennsylvania Wing's Penn State Composite Squadron 1303, stands with 1st Lt. Justin L. Ogden, commander of the wing's Mid-State Composite Squadron. Both were involved in the search for David Weiss' overdue aircraft in April 2006, in which Ogden employed cell phone triangulation to help find the crash site.

phone transactions — such as calls or text messages — are logged. By noting what time the last call was made, rescuers know whether the pilot is safely on the ground and merely neglected to update his flight plan or whether there's cause for concern.

Applications

The search for David Weiss, a Maryland Wing member who failed to return as scheduled from a non-CAP related April 25, 2006, flight, proved the technique's usefulness. Cell phone triangulation helped searchers find the crash site, a remote, rugged area near St. Thomas, Pa. By working with the cell phone company, Ogden was able to discern the approximate location of

Weiss' phone, narrow the search range and verify the correct radar information.

"Finding out where a cell phone is not located can be as helpful as finding where it really is," Ogden added.

Ogden also employed cell phone technology in the search for an overdue plane originating from Hendersonville, Tenn., and last spotted near Philipsburg, Pa., on June 25. The Air Force Rescue Coordination Center requested Ogden's assistance because it wasn't having success with radar and Search and Rescue Satellite-Aiding Tracking (SARSAT) data. Ogden contacted the cell phone company and determined no one aboard the missing flight had placed a call since before the flight, verifying that the passengers were not safely on the ground. CAP discovered the crash site near Philipsburg, and three of the four aboard the plane were found alive.

Ogden, along with the national director of emergency services, Lt. Col. Joe Abegg, and Pennsylvania Wing Director of Operations Capt. Arnie Andresen, are using lessons learned in the field to develop a reference guide on how to use the technology.

Another search and rescue tool

Data obtained from cell phones plays a supporting role in CAP's search and rescue missions. "If we've got other information available — like SARSAT hits from an Emergency Locator Transmitter or accurate radar data that gives us a fairly well-known last known point — those resources are much easier for CAP to acquire in the early stages of a search when it's most crucial," Ogden said.

Cell phone data takes on greater importance when traditional search and rescue tools falter — for instance, when aircraft deviate from the flight plan because of bad weather, no flight plan is filed or radar data is unavailable. The key is to adapt the pursuit of the cell phone data to the demands of the mission.

"Depending on the scenario, tracking cell phone data may be the right way to start immediately," Ogden said. "In other cases, it's something we should start pursuing right away but not emphasize as much as radar and hits from SARSAT."

Misconceptions abound regarding the utility of cell phones in search and rescue situations. "When I get involved in a search, people say, 'Just use the GPS on the cell phone,'" Ogden said. "Someday it will be that easy, but location techniques I've used so far are much closer to ELT triangulation than reading a set of coordinates from a GPS."

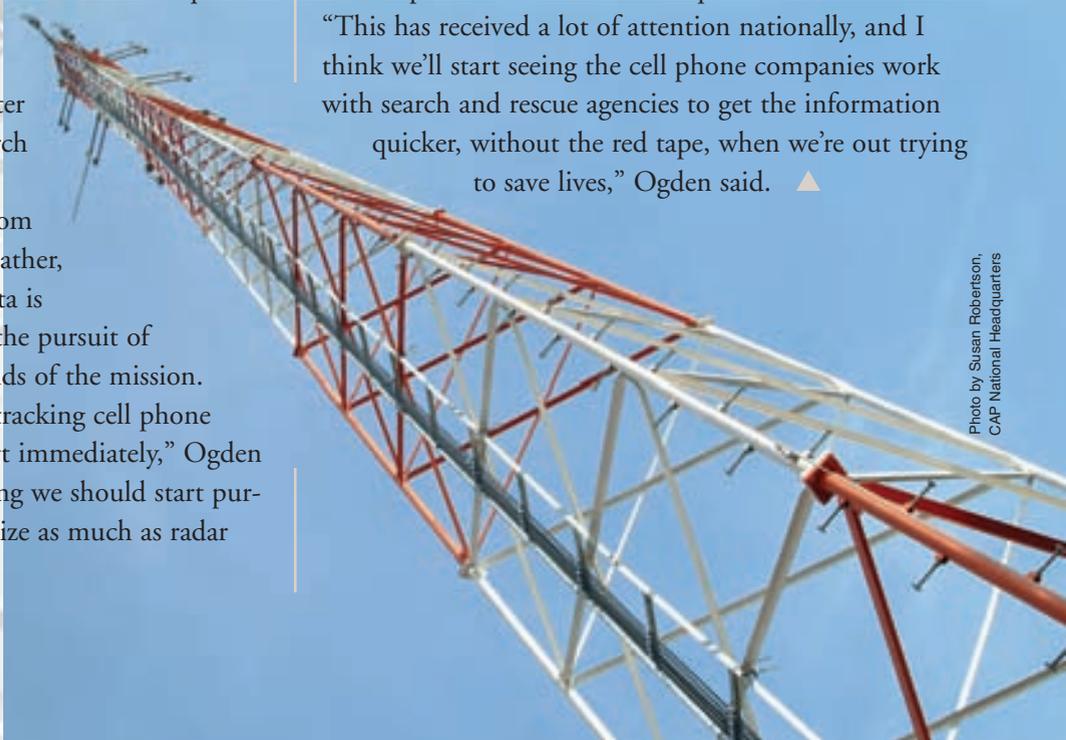
While GPS technology is slowly spreading, he added, it is not yet poised to make cell phone triangulation or other traditional search and rescue methods obsolete, since cell phone companies do not log GPS data.

Challenges

The pursuit of cell phone data is not without obstacles. Getting in touch with a cell phone company employee with the knowledge to help can be tricky. Searchers must race against the clock to obtain cell phone data, because some of the stored information will begin to disappear 12 to 24 hours after it is logged, depending on the cell phone company's policy. Also, the willingness to help and the amount of paperwork required to retrieve data vary from provider to provider.

"Some cell phone companies have given us roadblocks as far as paperwork. They only want to talk to the law enforcement agency," Ogden said, "but most cell phone companies will acquiesce once the proper paperwork has been completed."

Ogden thinks in time, cell phone companies will warm up to search and rescue requests for information. "This has received a lot of attention nationally, and I think we'll start seeing the cell phone companies work with search and rescue agencies to get the information quicker, without the red tape, when we're out trying to save lives," Ogden said. ▲



Puerto Rico aircrew members, from left, Capt. Jessika Pazol, Cadet Lt. Col. Jose Rafols and 1st Lt. Luadys Rodriguez, stand in front of the CAP Cessna 182 Skylane they used to find the wreckage of a Partenavia Spa P.68C that crashed between Aguadilla and Ponce.

Photo by Vilmary Castro, Puerto Rico Wing



Cadet's First SAR Highlights Mission

By Neil Probst

The Puerto Rico Wing's first major search and rescue mission in 15 years was flown by a cadet, whose aircrew discovered the missing aircraft.

The three-day search for a couple who never arrived at their destination on a cross-island trip brought together Puerto Rico aircrews and ground team members in San Juan. In the end, CAP flew 19 hours on 16 flights for a total of 800 man-hours.

According to The Associated Press, Larry Galloway, 73, and his wife, Nobuko Tsukagoshi, 63, took off on Jan. 15 in Galloway's Partenavia Spa P.68C, a high-wing, twin-

propeller airplane. They launched from Aguadilla, in northwest Puerto Rico, and headed south for Ponce to pick up a friend, a route known for its thousands-foot-high peaks.

CAP began searching for the couple four days later after the U.S. Coast Guard requested CAP's help, said Wing Commander Col. Herman Liboy.

"We had a lot of pilots on duty. There were also observers and scanners (with the pilots) and ground mission base volunteers in San Juan, like radio operators and flight line directors. It was a big effort by every member of the wing," he said.

Lt. Col. Reinaldo Negron, mission incident commander, launched the wing's Cessna 182 Skylane and several Cessna 172 Skyhawks over a four-day span, sending Capt. Luis Luhning, Col. John Gonzalez, Director of Operations Lt. Col. Jose Vila and others into the sky, alongside Puerto Rico police helicopters.

According to Vila, CAP, Puerto Rico's Emergency Management Office and police at first used eyewitness information and the flight route to investigate possible crash sites.

On the third day of the searches, Vila said, the wing received radar

tracking information from the Federal Aviation Administration and the U.S. Air Force indicating the most likely crash site.

That day, Negron selected Cadet Lt. Col. Jose Rafols to fly the wing's first-ever cadet SAR mission.

"I'm a close friend of Mr. and Mrs. Galloway, so that made it hard for me when I spotted the airplane," said Rafols, who received his mission pilot rating at CAP's National Emergency Services Academy a month before the crash.

As he and his aircrew flew up the mountain, the tell-tale sign of once-green forest, now stained by burns and smoke, emerged, he said.

"We were doing parallel patterns over clouds to see if we could see anything between them. Then, I did an expanded square in the approximate location of the crash site, and on the second leg we found it. It



The aircrew led authorities to the crash site. CAP members flew 16 sorties over 19 hours and spent 800 man-hours searching for the wreckage.

Photo courtesy of Puerto Rico Emergency Management Office

was pure coincidence. We looked down and there it was," he said.

The discovery brought relief and sadness.

"The thing that kept me searching was the idea that I was going to find him alive," Rafols said. "I know when people crash sometimes they don't make it, but still I refused

to think of that. I was looking for life."

Despite the couple's death, Rafols said he was grateful to have participated in the mission. "I'm glad as a CAP pilot and a mission pilot I could use CAP airplanes and the skills I have learned to look for my friends," he said. ▲



A Puerto Rico aircrew discovered the crash site near Ponce.

Old Man Winter Calls CAP Wings To Duty

Rescuers
Answer
Trucker's

SOS

By 1st Lt. Steve Hamilton and Steve Cox

A stranded truck driver, his rig nearly buried in a deep blizzard over the New Year's weekend, has the members of the Colorado Wing of the Civil Air Patrol and others to thank for his rescue.

"He'd been there for two days," said Colorado Wing Commander Col. Greg Cortum. "He was dehydrated and suffered from hypothermia."

Capt. William O'Connor of CAP's Thompson Valley Composite Squadron was one of the search and rescue volunteers who spotted the trucker. O'Connor's crew took a photo of the stranded rig and relayed its whereabouts to the Colorado National Guard.

Photo by Colorado Wing aircrew

A Colorado Wing aircrew located this abandoned truck during a massive search effort for motorists stranded by a New Year's weekend blizzard. Capt. William O'Connor of CAP's Thompson Valley Composite Squadron was one of the search volunteers who spotted the truck, which was stranded in southeast Colorado near the Colorado-Kansas border. The truck driver had stamped out 'SOS' in the snow behind his rig to alert rescuers of his plight.

“Unfortunately the truck was in a location between two hills that made it impossible to get a close shot from the side. We were right over it as we made the pass to let the driver know we saw him,” O'Connor said. “You can see the tracks to the rear of the truck where the driver obviously attempted to walk out, then wisely decided to go back to the truck. If you look close, you can also see where he stamped out an ‘SOS’ in the snow a short distance behind the truck.”

The truck driver was later rescued by an Army National Guard helicopter and taken to a LaJunta, Colo., hospital, where he stayed overnight.

“All the hard work and time spent in training in CAP pays off when we are called into a real emergency situation,” O'Connor said. “Knowing you helped someone who might have died if CAP was not there is the reward for the time spent in training.”

O'Connor's Cessna N9849H was one of 12 CAP aircraft participating in grid searches over about 6,250 square miles in southeast Colorado on New Year's Eve.

Gov. Bill Owens and the State Emergency Operations Center issued the call for the search-and-rescue mission after 2 feet of snow fell in sections of Colorado and Kansas.

“The real problem was the wind, which whipped

Civil Air Patrol Lt. Col Ed Hill prepares to take off from the Salina Municipal Airport to search for stranded motorists in northwest Kansas.

Photo courtesy of Tom Dorsey, Salina (Kansas) Journal



Commander Col. Bernard F. King led the Kansas Wing's emergency response efforts following heavy snowstorms that halted traffic on the state's major highways.



Colorado Wing Commander Col. Greg Cortum served as incident commander for three days of aerial searches. The searches came on the heels of a blizzard that hit southeast Colorado just before New Year's weekend.

the snow into drifts of 8 to 15 feet high,” said 1st Lt. Steve Hamilton, public affairs officer for the Colorado Wing.

Nearly 60 volunteers from the wing (about 40 in the air and 20 on the ground at mission base) participated in the New Year's Eve searches, which were launched at dawn from Peterson Air Force Base in Colorado Springs.

“We had aircraft from all over the state,” Hamilton said. “Everybody really responded. Almost the entire wing was involved.”

Cortum was incident commander for the Colorado mission, which consisted of grid searches for persons stranded in vehicles and large livestock herds marooned by the deep snow. 1st. Lt. Mark Young assisted as air operations branch director. The search continued on New Year's Day, with about half the aircraft. A separate search for livestock was held three days later.

"There were a lot of stranded herds (of cattle)," Cortum said, noting that ranching is a huge part of the economy of south-east Colorado. There are more than 360,000 cattle in that region of the state.

"We mapped all the herds so the National Guard could drop (bales of hay)," he said.

In all, the Colorado Wing flew more than 40 sorties and logged more than 150 hours of flight time during the three search days. Some of the CAP volunteers worked 30-hour shifts over the holiday weekend.

CAP aircrews located about 40 stranded vehicles, many of them semitrucks.

The crews of the trucks were contacted by Colorado National Guard troops and the Colorado State Patrol, and most chose to remain with their vehicles.

Guard troops provided them with food and water.

"This was one of the largest missions we've flown," Hamilton said. "It went exceptionally well. The governor

Photo courtesy of Tom Dorsey, Salina (Kansas) Journal



Mission scanner Maj. Kevin Myers of the Kansas Wing studies his aircrew's planned search area before launching a snowstorm mission from Salina Municipal Airport at Kansas Wing Headquarters in Salina with fellow volunteers Lt. Col. Ed Hill, pilot, and 1st Lt. Mark Lahan, observer.

was very appreciative."

Meanwhile, a similar search for stranded motorists and livestock was launched on New Year's Day by the commander of CAP's Kansas Wing, Col. Bernard F. King.

A group of about 20 CAP members combed sections of Kansas for three days, logging about 70 hours of flight time.

On the first day, three of the Kansas Wing's aircraft flew south from Interstate 70 almost to the Oklahoma border. The next two days, the volunteers focused on several counties in western Kansas.

"We reported back what we found to the Emergency Operations Center in Topeka," King said. "The heavy snowstorms and their drifts of up to 15 feet made aerial surveillance "interesting."

"The snow was really deep for Kansas," he added. "In some places, there would be miles and miles of nothing but white." ▲

1st Lt. Steve Hamilton is public affairs officer for the Colorado Wing.

Knowing you helped someone who might have died if CAP was not there is the reward for the time spent in training.

*— Capt. William O'Connor
Thompson Valley Composite Squadron*



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Pennsylvania Wing Group 1 Supports Make-A-Wish Day at Air Show



Photo by 2nd Lt. Pat Stikkel, Pennsylvania Wing

Sixty-six cadets and senior members from seven Group 1 squadrons volunteered to help children with life-threatening medical conditions and their parents enjoy the 2006 Make-A-Wish Day at "Wings Over Pittsburgh," which took place at the 911th Pittsburgh Air Reserve Station. A total of 192 CAP members supported the three day air show. CAP volunteers at Make-A-Wish Day attended to the needs of the children and their parents, including escorting them on the flight line, providing bottled water and, as the volunteer shown here is doing, distributing hats.

Presidential PAO

Officer Shines at Ford Ceremonies



Capt. Steven Solomon captured this image of members of a joint-service honor cordon and color guard walking away from Air Force One after President Gerald R. Ford's casket was loaded onto the plane.

By Capt. Steven Solomon and Neil Probst

Nurturing a strong bond with the military has paid presidential dividends for a Civil Air Patrol volunteer.

Capt. Steven Solomon recently served on a multiservice public affairs team that handled media

relations for the state funeral of President Gerald R. Ford at Andrews Air Force Base in central Maryland.

The role was no accident; the honor followed years of relationship-building between Solomon, who donned his CAP uniform for

the occasion, and several of his Air Force counterparts.

While serving as Maryland Wing public affairs officer, Solomon offered assistance to the 89th Airlift Wing, the prestigious group that maintains Air Force One.

He also built a friendship with

the public affairs director for the Air Force District of Washington, who agreed to serve as guest speaker at a Solomon-led public affairs officer seminar.

“Contacts like these are what led to my even being considered to be part of such an important team for this historic event,” said Solomon, now director of public affairs for CAP’s Southeast Region.

And historic it was. Solomon suddenly found himself not only deafened by Air Force One’s jet engines but also awed by the company he kept.

In addition to the entire Ford family, honorary pallbearers included Vice President Dick Cheney, former Secretary of Defense Donald Rumsfeld, former Secretary of State Henry Kissinger and former Secretary of the Treasury Paul O’Neill.

Former President Carter and Rosalynn Carter also attended the departure ceremonies for Ford’s body.

Limelight aside, the duty carried special meaning for Solomon, who recalled Ford’s membership in CAP’s Congressional Squadron, as well as much responsibility.



Gerald R. Ford, the 38th President of the United States

Solomon assisted more than a dozen Army, Navy, Air Force and Marine public affairs staff in a Joint Information Bureau that issued credentials to members of the media and positioned them on flatbed platforms in front of Air Force One.

He helped coordinate the arrival

of media buses from the Andrews Air Force Base gate to a large airplane hangar near the ramp area of the aircraft, where they and their equipment were checked by the Secret Service and one of its dogs.

Solomon also distributed press kits and answered questions from The Associated Press and the British news agency Reuters, among others, including a *Washington Post* reporter he escorted during the time she covered the National Day of Mourning at the base on Jan. 2.

Solomon watched the departure of the casket alongside the CBS

News pool cameraman positioned directly in front of the ceremonies, which included ceremonial troops from all branches; the U.S. Air Force Band from Bolling Air Force Base; a special honor guard led by Gen. Peter Pace, chairman of the Joint Chiefs of Staff; and a presidential gun salute by the Old Guard at Fort Myer, Va.

A surreal experience for Solomon, certainly. Lucky, no.

Solomon treasures the reality that fruitful and focused networking and a good dose of hard work earned him a spot among the stars.

“This is just another example of collaborating with our Air Force colleagues in a way that brings credit to CAP,” Solomon said. ▲



Capt. Steven Solomon, director of public affairs for the Southeast Region, watched departure ceremonies for President Ford’s casket alongside the CBS News pool cameraman positioned directly in front of Air Force One. Solomon was a member of the multiservice public affairs team that handled media relations at Andrews Air Force Base for Ford’s state funeral.



Aim Start at 100,000

Missouri Wing Enters the Space Age

By Vicki Terrinoni

While Lt. Col. Troy Campbell, director of aerospace education for CAP's Missouri Wing, was looking for a fun hands-on project, he came across several Amateur Radio High-Altitude Balloon groups that were building and launching simulated satellites into Near Space, up to 120,000 feet.

To Campbell, that appeared to be the perfect catalyst for promot-

ing aerospace education.

"With the Air Force focusing more and more on the space environment, I thought it would be beneficial to support that with a CAP space program," he said.

The wing did not have the resources, of course, to launch satellites into orbit, so Campbell improvised, using high-altitude balloons to access Near Space at a very low cost. Dubbed CAPn-SPACE, the first launch was made in 2004 from the Charles E. Long Composite Squadron in Kansas City.

Campbell, along with a group of

officers and cadets, learned how to track simulated satellites using amateur radios, designed software and put together spacecraft systems. The goal was to take pictures, send back television images and take temperature and other weather readings.

"The first one was the most fun and exciting," said Campbell, "although it was disconcerting to see our baby float off and then have to go find it."

That first satellite, named CAP-STAR-1, made it somewhere between 104,000 and 107,000 feet. The GPS altitude tracker stopped working at 97,000 feet, said Campbell. Still, the mission was a success, sending back Slow Scan Television images and bringing

High — Feet!

back pictures of Earth from space using digital and film cameras.

The wing has flown 12 Near Space missions in the two years since its first launch, said Campbell, and 15 more are planned this year. Now, he is working to expand the program by putting together a curriculum for operations and engineering in conjunction with Iowa State University, which already has a curriculum similar to how a CAP mission is run.

The program's possibilities are endless, Campbell said. Participants attach a training ELT beacon to the package and turn the mission into an emergency training mission as well, by having the emergency services personnel recover the payload as if it were a downed aircraft. As an aerospace education outreach program, the wing has flown missions for the Boy Scouts, enabling more than

800 Scouts to participate. For the coming year there are plans to hold two Near Space workshops where teams will build small "StudentSats" over a one week period and launch them into Near Space. Plus, commercial interests are knocking on the door, lured by the program's cost effectiveness.

Other possibilities include working with NASA's State Space Grant Consortia to provide Near Space access for colleges and high schools that don't have the time or funding to build their own launch and recovery programs.

"We can lift multiple payloads on one balloon with an outside organization paying for the lift," said

This is the shell of CAPSTAR-1, the first spacecraft, that hasn't been cut down to size yet.



Photo by Maj. Troy Campbell, Missouri Wing

Campbell. The cost is about \$250 to \$400 for the launch, compared to millions to launch an actual satellite to do the same thing.

"The best part of the program is that we don't just build model rockets or study the results of other programs. We actually GO to space —

Near Space. We have a slogan 'Aim High, Start at 100,000 Feet!'"

More information about CAPn-SPACE and its missions is available at www.capn-space.org. ▲



Photo by CAPSTAR 2, Missouri Wing

This view of the earth was taken from 91,000 feet.

Passing It On

By Jennifer Kornegay

For the Oregon Wing's Lt. Col. Jim Holland, age is just a number. At 81, this active CAP member and pilot is using his experience from a lifetime of flying to teach and inspire cadets.

"I joined the Aurora Squadron in 1987," he said. "Since I was a commercial pilot, my main interest was flying, and I became a check and mission pilot. But more than that, I thought I could pass some of my skills on to others in CAP, and I realized, through the cadet program, I could get young lads and ladies interested in aviation. Ever since, that has been my goal. Turning 81 hasn't stopped me from doing that."

Still, hitting 81 gained him some attention — and invitations.

"I'm a member of UFO, the United Flying Octogenarians, a group that invites 81-year-old current pilots to join," he said. "It's been fun being a part of that."

But Holland has other numbers that are more impressive than his age.

"I learned to fly in 1946," he said. "Today, I have about 15,000 hours in the air."

Holland flew commercially in Southeast Asia for years, and then moved on to fly in Australia. It was "down under" that he happened upon his other passion: flying gliders and showing youngsters how to do the same.

"I am also a glider flight instructor. I obtained my original glider certificate in Australia and then joined a glider club in the Portland area. I was instrumental in creating four national gliding academies for CAP," he



Photo by Capt. Ted Tanory, Oregon Wing

Cadet Emily Powell of the Oregon Wing is ready to take her first glider orientation ride in a Blanik L-23 with Lt. Col. Jim Holland right behind her.

said, adding, "It couldn't have been done without the help of the Willamette Valley Soaring Club, because we used their equipment."

In July 2006, Holland helped Maj. Angus McKinnon of the Washington Wing run its glider flight academy.

Between the two of them, they took all 10 participating cadets from the ground floor through the 30 necessary flights to solo. "That was kind of a big accomplishment," Holland said.

Holland believes glider training instills valuable skills in cadets, the most important of which is teamwork.

"We have had cadets coming for the glider academies from all over the USA," he said. "In gliding, you have to be able to cooperate with one another. There are many people involved, and it's really a team effort. So, aside from learning to fly, cadets learn about the importance



of a group effort.”

When asked about his motivation to remain active in CAP, Holland said, “I am dedicated to the cadets. To pass on knowledge you have to have someone to make them a little better, a little stronger — that is my mission. These cadets may not go into flying, but they learn so many other important life skills that can help them in any arena they go into.”

It’s this commitment to the cadets that stands out in the minds of so many who know him.

“Jim Holland has been around CAP *forever.*’ He is totally dedicated to our cadet aerospace education program and flies both powered aircraft and gliders for instruction and orientation,” said Lt. Col. Thomas Traver, Oregon Wing public affairs officer. “His tireless efforts on behalf of the cadets are exemplary, especially given his age. He can fly rings around many pilots much younger than himself. In my mind, Jim is

one of those rare individuals who would have been at home among such aviation greats as LeMay, Rickenbacker, Mitchell, Lindbergh and Eaker.”

Holland usually shrugs off such high praise and turns the attention back to his beloved cadets. “I can think of about 400 other people who would make better stories,” he said. “Nothing that CAP does is done by one individual. It’s all about working together, and that’s another reason I think the glider training has been such an asset for the cadet program. It teaches that.”

Holland hopes one CAP cadet in particular is reaping the benefits of their relationship.

“Cadet Christopher Jacobs of the Oregon Wing just won an appointment to West Point,” he said. “He was one of my glider students, and I hope what he learned as a cadet in CAP and under my training helped him in attaining that honor.” ▲

“I am dedicated to the cadets. To pass on knowledge you have to have someone to make them a little better, a little stronger — that is my mission.”

Lt. Col. Jim Holland, Oregon Wing



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Juneau's Jitney Remains Ever Vigilant

“It’s a bird! It’s a plane! Well . . . what is that thing?!”

Upon first glance this odd-looking contraption looks like a science project gone bad, but it is actually a unique and specialized vehicle used by the Juneau Southeast Composite Squadron.

It’s called a Jitney — a sawed-off, truck-like vehicle with a hydraulic lift affixed to its front end. It is used by the Civil Air Patrol to help lift and move float planes into and out of a pond used for seaplane operations. The pond is adjacent to Juneau International Airport’s main runway.

The Jitney allows the squadron to keep its planes in service and to act quickly in emergency situations.

Capt. Jeff DeFrest knows the value of the Jitney firsthand. While flying one afternoon, his plane encountered an electrical problem. So, he radioed the tower and asked for the Jitney to meet him at the float pond. Under his own power, DeFrest landed the plane, and the Jitney carefully pulled the damaged aircraft out of the water.

“Had the Jitney not been available, the removal operation could

have been quite complicated,” he said.

Fifty-year member Maj. Steve Sztuk recalls, “When the wing first acquired this funny-looking truck, it was the talk of the town. Its yellow paint and backward steering mechanism drew a crowd whenever it was put into action.”

In years past, the squadron has even entered the Jitney in the local Fourth of July parade. With its beacon proudly flashing, it showcased the cadets as they rode on its lifts.

Over time, the harsh elements of the Alaskan environment have taken their toll on the Jitney’s appearance. The strobe light beacon on top of the truck has long since been bro-

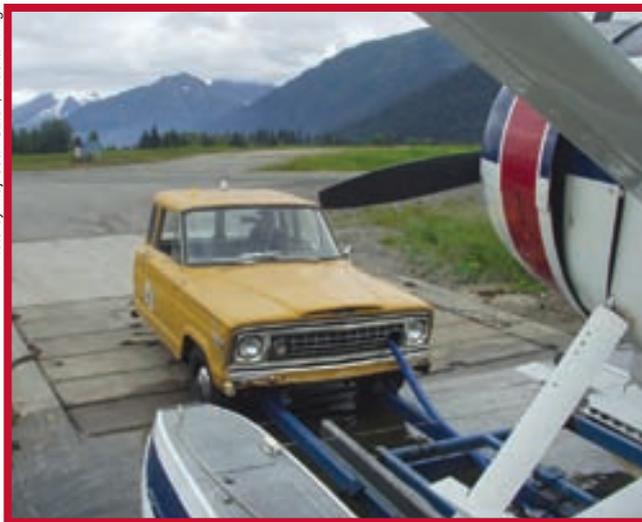
By Kimberly Barnhart

ken. The floorboards inside the truck are nearly rusted through from its many trips into the salt-water float pond. However, the members of the squadron treat this tough machine as a prized possession, requiring training and certification before anyone can operate it. In the snowy months of winter, the Jitney is kept inside the hangar, safe from the elements until the next time it will be needed.

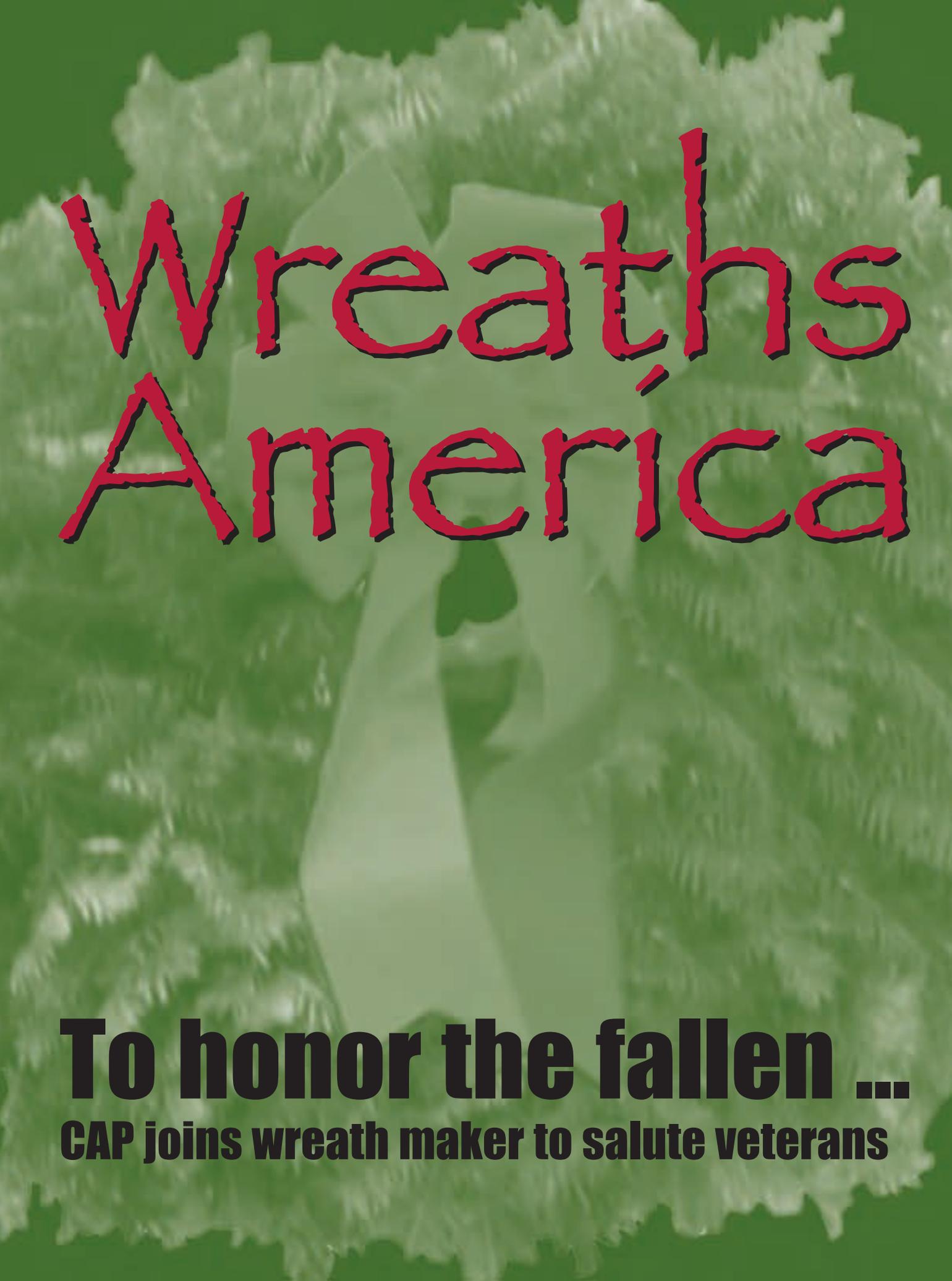
The Jitney float-plane mover truly represents the ever-vigilant spirit of CAP members. Its eagerness to serve and its willingness to get dirty reflect the can-do attitude of the Alaskan Civil Air Patrol.

“The Jitney is vital to the operation of our wing and to the service we provide to our community,” DeFrest said. “The Jitney exemplifies the Civil Air Patrol’s motto of *semper vigilans*.” ▲
1st Lt. Jason Burke, Southeast Composite Squadron, Alaska Wing, contributed to this story.

Photo by Maj. Jean Sztuk, Alaska Wing



The Juneau Southeast Composite Squadron’s Jitney float-plane mover draws a lot of stares as it goes about its business at Juneau International Airport. The sawed-off truck-like vehicle with a hydraulic lift affixed to its front end allows the squadron to keep its seaplanes in service and to act quickly in emergency situations.

A person is shown from the chest up, holding a large, light-colored wreath. The person is wearing a dark jacket and a light-colored shirt. The background is a solid dark color. The text is overlaid on the image.

Wreaths America

To honor the fallen ...

CAP joins wreath maker to salute veterans

Across



Photo courtesy of Patriot Guard Riders

By Dave Hendrick and Neil Probst

Since 1992 thousands of graves of American veterans buried in Arlington National Cemetery have been adorned at Christmastime with red-ribboned, lush green wreaths donated by Morrill and Karen Worcester of Worcester Wreath Co. in Maine.

In 2006, with Civil Air Patrol as a partner, wreath-laying ceremonies were expanded to include veterans' gravesites at every state and national cemetery nationwide.

CAP members — many of them veterans themselves — went above and beyond the call to duty, with 60 cadets (above) helping assemble wreaths and 47 wings taking part in inaugural Wreaths Across America ceremonies held across the country.

At Arlington National Cemetery and other gravesites, volunteers saluted graves, paused in silence and cried when trumpeters played taps.

2007 finds CAP embarking on a new trek, as it increases its participation in Wreaths Across America festivities by sponsoring the purchase of the rings of evergreen that symbolize the veterans' love of country.



A BlueBird Ranch truck carrying about 5,000 wreaths rolls down the road toward Arlington National Cemetery bearing the garlands CAP members will lay on veterans' graves. BlueBird has trucked the wreaths to Arlington for 14 years.

Guard Riders surrounded the truck. As it wound its way to Arlington through town after town, well-wishers lit candles and stood along the highway to salute the truck and the bike riders. The truck found rest among the hallowed hills of Arlington, where Morrill Worcester, president of Worcester Wreath Co., and his wife, Karen, began placing the garlands in 1992 with volunteers of the Maine

State Society.

Lush green grass contrasted the vivid red of the ribboned wreaths CAP members began placing on grave-stones.

Sacrifice realized

The event marked a realization among many young Americans as they learned about the sacrifice of those who died when just a few years older than themselves.

The plains of Montana, the deserts of Arizona, the wide expanse of Texas and the hills of Pennsylvania were all a little wetter in December.

Across America, a unity of tears and cheers paid respect to men and women who have served and are serving in all military branches.

For the first time ever, Civil Air Patrol teamed up with Wreaths Across America to remember the fallen, honor those who serve our country and teach our children the value of freedom.

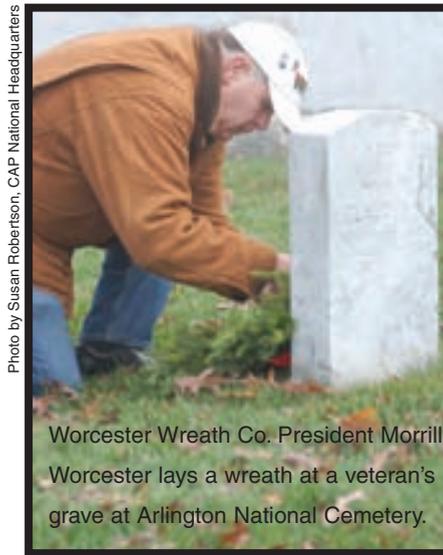
CAP members at Arlington National Cemetery and at 230 other state and national cemeteries placed wreaths made by Worcester Wreath Co. of Harrington, Maine, on veterans' grave-stones.

At a Montana wreath-laying observance, Wing Commander Col. Robert Hoffman summed up the inspiration behind the national tide of memorials.

"Lying here before us in cemeteries throughout this nation are men and women who gave their lives so that we can live in freedom without fear," Hoffman said.

Thousands of miles away, just days earlier, a tractor-trailer full of the wreaths began a journey across the eastern seaboard from Maine to Arlington on Route 1.

The revving of motorcycle engines of the Patriot



Worcester Wreath Co. President Morrill Worcester lays a wreath at a veteran's grave at Arlington National Cemetery.

The service greatly affected CAP cadets like Lydie Worcester, daughter of the wreath company president, leaving them reflective and awed.

Lydie, 12, handed wreaths to visitors who wanted to place them on a loved one's grave. One well-wisher stood out in her mind.

"She was a girl, about 21, who lost a family member," Lydie said. "She just said 'thank you.' She wasn't very emotional at first. Then she cried after she laid it at the grave-stone."

As she placed a wreath on a grave, Lydie reflected on the soldier's sacrifice: "He probably had gone through a lot," she said.

Laying wreaths on veterans' graves should be a universal experience," she added. "I wish everyone could do it, so they could see who served their country."

Around her, 1,500 to 2,000 mourners and CAP volunteers placed wreaths at Arlington.

A mother's love

The tears of a mother whose son died in Iraq struck one volunteer.

Photo by Susan Robertson,
CAP National Headquarters



Cadet Lydie Worcester

CAP National Commander Maj. Gen. Antonio J. Pineda was walking through the fog when he saw her.

"She was by herself holding a wreath, and this lady was just crying, so I walked up to her and said, 'Is everything OK?'"

Xiomara Mena's son Andy Anderson was buried on the other side of the massive cemetery, yet she stood embracing the evergreen wreath.

"I'm here because I saw you guys here and I wanted to help," she told Pineda.

Strongly stirred by the woman's own sacrifice, the Civil Air Patrol's leader offered a CAP Honor Guard to accompany the mother to a grave of her choice.

As she placed her wreath, CAP cadets surrounded her and saluted.

"That made my day and everyone's day there, that we were able to touch somebody that was suffering so much

because of the war," Pineda said.

"We were touching the lives of so many people that were there with their loved ones who died during wars," he said.

A veteran's praise

Pineda's words are verified in the testimony of Frank Niader of Clifton, N.J.

Niader, 75, stood next to Pineda that cold December day at Arlington. They each laid a wreath at the foot of the Tomb of the Unknowns. Niader lost a brother during the Battle for Okinawa in 1945.

"It was such a great honor," Niader said. "I wish more people would be in Civil Air Patrol and do more of this. We need more people like them to show the dedication people have for this country."

A bugler playing taps capped the ceremony at Arlington, which included a Veterans of Foreign Wars color guard, honor guard and rifle team.

Cadets' vital role

Maj. Dennis Murray, co-director for Wreaths Across America and CAP's coordinator, said the project was a natural choice for CAP.

Photo by Susan Robertson, CAP National Headquarters



CAP National Commander Maj. Gen. Antonio J. Pineda greets Xiomara Mena, mother of Iraq war veteran Andy Anderson, who is buried in the cemetery.

Photo by Susan Robertson, CAP National Headquarters



CAP National Commander Maj. Gen. Antonio J. Pineda, fourth from left, presents wreaths to guards of the Tomb of the Unknowns. Joining Pineda, from left, are Frank Niader; retired Col. Mike Duggan, Military Order of the World Wars; and Vinail Reynolds, Worcester Wreath Co.



The Middle East Region CAP Honor Guard carries wreaths to gravestones at Arlington National Cemetery. Forty-seven CAP wings took part in Wreaths Across America ceremonies across the nation.

National spotlight

With assistance from the Maine Wing, which coordinated nationwide Wreaths Across America ceremonies, and hundreds of other CAP members across the nation who supported local ceremonies with honor guards, the first-ever Wreaths Across America was an unqualified success.

“Part of our mission,” Murray said, “is to teach our children the value of freedom. CAP fit beautifully when Mr. Worcester wanted to go nationwide.”

The cadets’ respect for those beneath the headstones impressed Murray.

“They’d walked to the grave, placed the wreath, stood back and saluted,” Murray said. “The cadets came up with that on their own. They weren’t told to do it. They showed that kind of respect on their own.”

“The program was an astounding success,” Murray said. “It surprised us how many people got involved.”

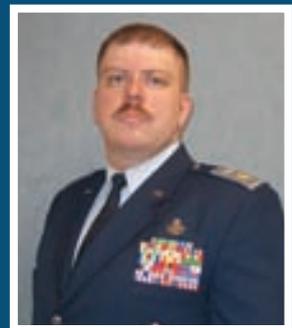
In the end, hundreds of stories appeared in the national media, including a front-page *USA Today* feature story and interviews on every major TV network that highlighted the wreath company’s charity, CAP’s community commitment and the value of dedication, sacrifice and service for a greater cause than self.

In appreciation of CAP

The new bond between CAP and Wreaths Across America is perhaps best symbolized by the coverage a Grafton, W.Va., wreath ceremony received from photo-

“Lying here before us in cemeteries throughout this nation are men and women who gave their lives so we can live in freedom without fear.”

Montana Wing Commander Col. Robert Hoffman, speaking in his home state at one of about 230 Wreaths Across America ceremonies held throughout the nation



Montana Wing Commander Col. (then Maj.) Robert Hoffman

journalist Chris Marris of NBC affiliate WBOY-TV in Clarksburg.

Marris reported the efforts of CAP members, particularly cadets, of the Clarksburg

and Morgantown composite squadrons who laid six wreaths for each of the five military branches and one for POW/MIA, and the aircrew who provided a fly-by of the wing's glass cockpit Cessna C-182T.

"The Civil Air Patrol search and rescue plane flew high above. ... The state-of-the-art plane performed a fly-by, greatly enhancing the ceremony," Marris reported.

On a video of the ceremony on the TV station's Web site, the hum of the Cessna's propeller accompanied a 21-gun salute by members of the Veterans of Foreign Wars.

CAP National Commander Maj. Gen. Antonio J. Pineda greets, from left front, Middle East Region Honor Guard members Kristen Berry, Ben Parrish, Jeff Remsburg, Thomas Tippett, Esther Rea, J.T. Kmetz, Sam McQuaid and Paul Rea.



Photo by Susan Robertson, CAP National Headquarters

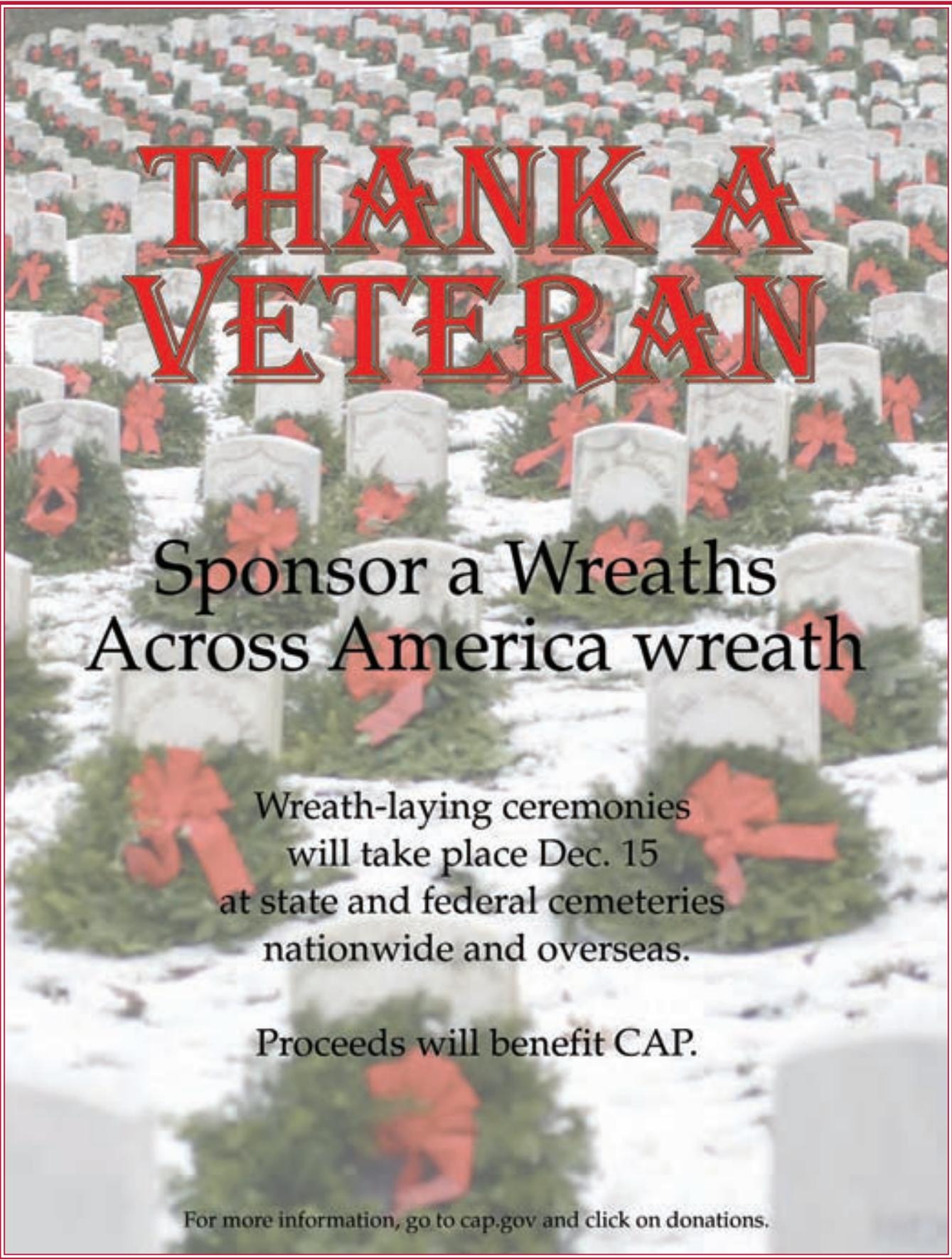
"It's really impressive to see this younger generation of kids participating in this. It's real patriotic," VFW member Jim Fawcett said on the TV station's video. ▲

— Montana Wing Public Affairs Officer 1st Lt. Al Nash contributed to this story.

The Middle East Region Honor Guard joins CAP National Commander Antonio J. Pineda, left center, and Maine Wing Commander Col. Chris Hayden, right center, in saluting the gravesite of former National Commander Earle L. Johnson.



Photo by Susan Robertson, CAP National Headquarters



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Counterdrug Impact

Great Lakes Region's Program Plays Vital Role

Photo by Lt. Col. Reggie Paul, Indiana Wing

By Vicki Terrinoni

Indiana Wing counterdrug program pilots and observers look for cleared areas like this one as a possible marijuana producing site.

For the past five years, the Indiana Wing has won first place for the counterdrug program in the Civil Air Patrol's Great Lakes Region.

And for good reason.

The Indiana State Police and Drug Enforcement Agency reported that CAP was responsible for locating 1,682 marijuana plants in 2005 and 3,232 in 2006 (a street value a \$4.8 million).

"We nearly doubled the number of plants in one year," said Lt. Col. Reggie Paul, the wing counterdrug officer.

Though the wing's counterdrug operations are not involved in arrests and seizure, members assist the DEA and state police by locating and

plotting suspected marijuana plants using GPS coordinates and digital photographs, which are forwarded to the agencies involved. Suspected locations are usually found in cornfields, cleared areas in forests and along roads and waterways.

The marijuana eradication season extends from mid-May through mid-October. In 2006, during that period, the wing's 25 pilots and 15 observers worked with 40 state police officers specifically assigned to counterdrug operations both on the ground and in the air. They flew 187 missions in the wing's four Cessna 172s and three Cessna 182s.

The Indiana Wing has been participating in counterdrug operations for seven years. CAP, with assistance from state police, conducts training sessions during the off-season, usually three or four a year. The season's

first training mission was held March 10.

"We work well together and understand the objectives of each other's programs," said Paul, who is assisted by Lt. Col. Tom Pickett. "Because of this cooperation between CAP and the Indiana State Police, we have a strong partnership." The wing maintains contact with state police throughout the year to discuss strategies for improving the program and, on occasion, is invited to participate in state police orientations, an indication of the mutual trust that has developed over the years.

"We have a lot of *esprit de corps* in the program, and we are very proud," Paul said. "We are doing something important for the community by helping take drugs off the streets." ▲

Photos courtesy of British Broadcasting Corp.

From 'Dr. Who' to Maine Wing Commander

By Lenore Vickrey

As a child growing up in the United Kingdom, Chris Hayden dreamed about being a test pilot, but a love of photography caused his career to take a different turn into film production. That love led to his work on the early years of a fledgling British Broadcasting Corp. program, "Dr. Who," which would grow to become an international cult hit with fans around the world.

Now commander of the Civil Air Patrol's Maine Wing, Col. Chris Hayden has a proud history of work in film, not only on the science fiction series "Dr. Who" but also on major BBC dramas of the 1960s such as "Hamlet of Elsinore," "The Moon

The late British actor Patrick Troughton portrayed the second Dr. Who, recognized by his familiar tartan trousers.

and Sixpence” and “Wuthering Heights.”

“Through good luck and being in the right place at the right time, I was given the opportunity to work as a trainee for BBC-TV,” Hayden recalled. He spent four years learning the ropes of film and television production before becoming a film editor for the documentary and drama departments.

“In those days videotape was in its infancy and not yet developed well enough for the fine art of editing,” he said. “So, all production was performed using both 35mm and 16mm film.”

While in the BBC documentary department, Hayden edited many episodes of the “Horizon” series that are shown today as part of the PBS “Nova” series. He also worked on comedies and children’s dramas, one of which was a low-budget science fiction series about the adventures of an eccentric alien scientist who uses a machine to travel through time and space.

Back then, the children’s pro-

gram did not have the stature of “serious” dramas such as “Hamlet” or “Wuthering Heights,” “so most of us only admitted working on it under our breath,” he said.

The small budget for “Dr. Who” forced the crew to scavenge for sets and use “very primitive special effects,” Hayden explained. “The famous Daleks were very low-tech, being made of plywood with furniture caster wheels bolted to the base. A man sat inside on a wooden plank and shuffled around in the confined space of the body.” Weaponry included a wooden dowel and a bathroom plunger painted silver. Special effects such as a spacecraft speeding through space were accomplished with a toy rocket with a firework in the tail.

“Even simple visual transitions were a major event,” he said. “A scene wipe or dissolve, which today can be created for home videos on a laptop, required a week in the laboratory.” Live shows were even more involved.

“But the kids watching the



Col. Chris Hayden, Maine Wing commander, is a former film editor for the BBC who worked on the early seasons of the popular sci-fi program “Dr. Who.”

shows didn’t care. They hadn’t yet been introduced to the spectacular special effects of ‘Star Wars.’”

Part of the charm of “Dr. Who” was its reliance on the ideas of its viewers for scripts, Hayden said. Teachers, bus drivers and even bankers who loved science fiction

made contributions. “It was this combination of amateur scripts and low-budget special effects that gave ‘Dr. Who’ its ‘kitsch’ look and feel.”

Hayden worked on the series through seasons 4, 5 and 6, when Patrick Troughton played Dr. Who (the second actor to do so). His series, which consisted of from five to 10 half-hour episodes, were “The Seeds of



The Doctor is shown with sidekicks Zoe and Jamie during the filming of Hayden’s episode, “The War Games.”

Death,” “The Dominators,” “The Faceless Ones” and “The War Games.” The character of Dr. Who was known for his tartan trousers and his two sidekicks, Jamie and Zoe. Together they traveled through various time periods to defeat the deadly Daleks, Quarks or Time Lords, and explored alien lands aboard the TARDIS machine (for Time and Relative Dimension in Space).

By the 1970s, the series had evolved from black and white to full color, and a bigger budget allowed for improved special effects. After more than a decade hiatus, the BBC recently brought the show back and once again it is an international hit with a cult following of millions.

It “has gone from a series I didn’t want to mention, to one I am extremely proud to have had an association (with),” Hayden said. “What pleases me the most is they kept all the original elements, including the opening title effects, the TARDIS and all the radiophonic workshop sounds of the ’60s. BBC America has just started airing the new series here in the USA.”

And in the USA is where Hayden has made his home since 1970, when he left the BBC to direct films for a company in San Francisco. In 1973, he formed his own company, producing films and videos for the National Park Service, the Air Force, DARPA and the



Dr. Who hides behind the nose wheel of an airplane at London's Gatwick Airport in a scene from "The Faceless One."

Army Corps of Engineers. He also partnered with Lucasfilm and the Imperial War Museum in London to develop Fort Siloso on Singapore’s Sentosa Island as an historical attraction for visitors. Still, he never lost his passion for aviation,

earning his pilot’s license in the UK and gaining commercial and instrument ratings in the U.S.

Since 1997 he has lived in Maine, where he joined CAP, and he produces and directs films for clients around the country. As wing commander, he participated in CAP disaster relief work after Hurricane Frances tore through Florida in 2004, flying and photographing the flooding and transmitting the images via SDIS. For the past two years, he has directed aerial reconnaissance for the secure passage of newly built naval destroyers on their way from Bath Ironworks shipyards to the Atlantic Ocean and back.

Hayden also teaches in his spare time, but he admits, “As Maine’s wing commander, spare time has become an enigma.” ▲



Dr. Who stands alongside Daleks and other time-travel creatures.

SURVIVAL AT SEA

Wisconsin Wing Officers Attend Sea Survival Course in Germany

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By Janet Adams

Photo courtesy of SB Frank Bretschneider, German Navy



Maj. Jeffrey Thomas, left, Capt. Michael Krein, center, and Lt. Col. Peter Fabian go through a final equipment check on their dry suits and survival vests before jumping into the North Sea from the German Navy trawler Spiekeroog.

Parachute jumps can be hazardous under the best conditions. When you factor in an emergency jump over water, add fog or stormy seas, plus a helicopter rescue from a life raft, you would be really glad you signed up for special training. But if the training were in the North Sea, conducted by the Marinefliegergeschwader MFG-3 Graf Zeppelin Inspektion Unit of the German Navy, you would be truly lucky.

Last October, three Wisconsin Wing Civil Air Patrol officers spent four days in Nordholz, Germany, participating in an *Überleben auf See* (Sea Survival) exercise as guests of the German Navy.

CAP Maj. Jeffrey Thomas received the invitation from his paratrooper friends, Master Chief Petty Officer Reinhard Lill of the German Navy and Master Sgt. Adi Schömer of the German Army Reserve. Asked to choose two CAP members to accompany him, Thomas selected Lt. Col. Peter Fabian and Capt. Michael Krein. “They had been active in emergency training and had done a lot for the cadet program,” Thomas said.

Upon their arrival in Nordholz, the Wisconsin Wing’s contingent joined selected pilots and aircrews from all branches of the German Armed Forces. “Language was not a barrier,” Thomas said, “as NATO forces are required to learn English, and Mike and I could speak some German.”

The first three days of the course involved theoretical training in German in a classroom setting, followed by practical training in a huge pool. Basic water survival activities included floating techniques, inflating flight suits to serve as flotation devices and the intricacies of being rescued from a raft by a helicopter.

According to Thomas, one of the most challenging classroom exercises involved the virtual reality parachute simulator training.

“The VR parachute simulator simulated a parachute jump after exiting a distressed aircraft at 2,000 meters,” he said. “We had to control the parachute through all

types of simulated conditions (night, wind, etc.) and land at a designated ‘safe’ landing zone.”

“This training was intense,” Krein said. “I have never jumped from that height before, but with reassurance and motivation, I accomplished it. The instructors were great, and very understanding. They went out of their way to ensure we not only completed the training, but also had some fun doing it.”

There was also parachute escape training in a pool.

“We were dropped from a height of 15 meters into the pool. We were in a parachute harness, which we had to detach from riser lines that were attached to a pulley system,” Thomas said. “Even though there was no actual parachute, it was a tough exercise.”

Being aware of safety issues such as how to conserve body heat and the difference between knowing how to use your survival equipment and how to use it properly was also covered in the course. “For example, you do not want to set off a flare in such a way as to put a hole in the raft,” he said.

On the last day of training, participants were taken out several miles into the North Sea aboard a German naval trawler. Wearing dry suits, they jumped in the water. “Having to unpack a life raft, inflate it and climb aboard is harder than it looks,” Thomas said.

Heavy fog pre-empted a helicopter rescue, so the men were picked up by Zodiacs instead.

The importance of this training was affirmed by Krein. “The fact we trained for open water rescue and followed it up with an actual mission in the North Sea is something I will remember the rest of my life,” he said.

In addition to gaining expertise in survival at sea, the three Wisconsin Wing participants agreed the best part of the trip was being welcomed from the first minute like old friends, treated to wonderful meals in the NCO and officers’ mess and making friends for life.

With a possible return trip in the future, would the group sign up to take the training again?

“Absolutely!” replied Thomas, adding, “We plan to invite a group from Germany to participate in CAP exercises later this year.” ▲



Capt. Michael Krein receives practical training on how to safely release himself from a parachute at sea.

Making A Difference

Chaplain's CAP, Community Service Touches Lives Near and Far

By Vicki Terrinoni

When Florida Wing Chaplain (Lt. Col.) Dewey Painter was 13 years old, he wanted to be involved with a local Civil Air Patrol squadron, but he had no way of getting there.

“I could ride the bus to the meetings, but no one would take me home because I lived on the wrong side of the tracks,” said Painter, who grew up in Jacksonville, Fla.’s Springfield section.

“Because I couldn’t get into something good, I got into some bad things. By the time I was 16 years old, I had already been shot once and knifed twice,” he said.

Photos by 1st Lt. Jackie Zarrilli, Florida Wing



Florida Wing Chaplain (Lt. Col.) Dewey Painter, far right, works 60 hours per week as a CAP volunteer and as an active community servant with Mission Harvest America.

“I trust my life is an example of what one person can do for CAP or any organization, if they put their heart and mind to it.”

Florida Wing Chaplain (Lt. Col.) Dewey Painter

If Painter has his way, that won't happen to other kids in Springfield. A new squadron he plans to introduce in March has already sparked the interest of about 100 teens in his old neighborhood.

"I know a tremendous number of young people in the area who do not want to get into the streets. They want opportunities, but because of the poverty, they can't get out. I think it is important to bring the opportunity to them," said Painter, who has been a CAP chaplain since 1999.

Painter joined CAP in 1998 after 22 years in the Navy, where he served as a naval supply officer. While onboard the ship he assisted the chaplain assistant. In 1999, he became a squadron chaplain; in 2000, he became a group chaplain; and one year later, he was the wing chaplain, a position he held from 2001 to 2004. As wing chaplain, he nurtured significant growth in the chaplain corps — from 58 to 112 during

his tenure. But Painter said the training program he developed for CAP chaplains and moral leadership officers is his most important accomplishment to date. In 2006 he became the Florida Wing chaplain for the second time. And, already, he has begun to help units recruit and appoint new chaplains and morale leadership personnel.

Painter is also the founder and president of Mission Harvest America, a program that supplies relief and aid to needy countries throughout the world. In fact, during CAP's Hurricane Katrina relief efforts, Painter, through Mission Harvest America and CAP volunteers, coordinated the delivery of 169 tractor-trailer trucks full of supplies to victims in Alabama, Louisiana, Florida, Texas, Mississippi and Mexico.

More recently, Painter, as the Florida Wing's Deployed Military



Florida Wing
Chaplain (Lt. Col.)
Dewey Painter

Support project officer of the Support the Troops program, along with Col. Buddy Harris, conducted a book and supply drive to send to a field emergency hospital in Iraq for Valentine's Day.

In addition, Painter said he features CAP's programs on his weekly cable access show in Jacksonville.

"I don't need the recognition. It is not about medals or plaques, but serving in one of the best outfits I have had the honor of serving with," Painter said.

"I trust my life is an example of what one person can do for CAP or any organization, if they put their heart and mind to it." ▲

Lt. Col. Dewey Painter recently conducted a book and supply drive as part of the Support the Troops program. The supplies were sent to a field emergency hospital in Iraq for Valentine's Day.



From Cadet to Governor

South Dakota Gov. Mike Rounds Lauds CAP's Leadership Lessons

Photo courtesy of the Office of the Governor, South Dakota



South Dakota Gov. Mike Rounds gained valuable leadership skills as a CAP cadet. His political career includes positions as a South Dakota senator from 1991-2000 and state Senate majority leader from 1994-2000.

By Kimberly Wright Harper

Mike Rounds, who became South Dakota's 31st governor in 2003, is currently serving his second term, working with his fellow South Dakotans to make the state a better place to live, work and raise children.

By joining Civil Air Patrol as a cadet, Rounds said he gained leadership training early on that helped ready him for high-level service to his community and state.

Formal Leadership Training

Rounds prizes the leadership skills he obtained in CAP's cadet program.

"Civil Air Patrol provided us with a chance to formally train in leadership. Part of those leadership activities you find within the different manuals, books and tests you take to receive the Mitchell and Earhart Award," he said. "It meant you formally studied the thought process that goes into leadership, and I appreciated that."

Rounds said he also learned to respect authority, and as a cadet commander and drill team commander of the Pierre Squadron, he learned to carefully wield the authority he earned.

"For me, it was one of the first steps in recognizing that leadership is not just something that is held," he said. "It is an office that you must carry very, very carefully. It's not something you should ever take lightly."

Allure of Aviation

What initially drew a young Mike Rounds to CAP in 1968 was not the leadership lessons he would later find so beneficial. It was the allure of aviation.

"When I was in junior high, there was a homemade sign on one of the bulletin boards that read, 'Learn to fly. Become a Civil Air Patrol cadet,'" he said. And so, he joined CAP. He learned to fly through ground school basics, instruction by CAP pilots and financial help. He is now a licensed, multi-engine instrument pilot.

"I remember when it came time to solo, our local squadron here in Pierre had a program where they would give you a tuition break," Rounds said. "They would pay \$75 toward the cost of soloing. At that time, \$75 paid about half the total cost. And we had instructors who came in, volunteers who were pilots who gave us ground school training and taught us the basics of flight."

Through his CAP experience, Rounds' appreciation of the military also deepened.

"It provided you with a respect for the men and women who wear the uniform. Along with the aviation education we received, we also had a chance to learn about the military, about the U.S. Air Force, about military protocol, all of which I found very interesting," he said.

The Value of Communication

Rounds said he also broadened his horizons through CAP in other ways. He participated in the International Air Cadet Exchange program, traveling to New Zealand in the summer of 1972, and experienced a foreign culture against the backdrop of aviation. He also took part in state and regional drill team competitions, encampments, search and rescue exercises, at least one search and rescue mission and amateur radio activities that connected him to squadrons throughout South Dakota.

"We'd be on the cadet net one night a week, and we'd participate in the adult radio net one night a week," he said.

The amateur radio experience gave him an appreciation for the vital role ham radio plays as an auxiliary communications network.

"For us, it was a chance to learn just how critical communications is. There were people out there that did this on a regular basis who you never see except in times of emergency," Rounds said.

Rounds advanced through the CAP cadet program, earning the Amelia Earhart Award and gaining nearly all of the qualifications needed for the Gen. Carl A. Spaatz Award before his college studies took precedence. ▲



Eloise Monsarrat receives the Volunteer Service Award from President George W. Bush as her husband, Roger, looks on. Monsarrat, a retired Civil Air Patrol officer, received the award for her volunteer work with the Human Animal Bond Program at Tripler Army Medical Center in Hawaii.

By Steve Cox

President, First Lady



**CAP Officer Devotes
10,000 Hours
to Hospital's Pet
Therapy Program**

Honor Retired Volunteer

Retired CAP Lt. Col. Eloise Monsarrat got the thrill a lifetime recently, greeting President and first lady Laura Bush and receiving the President's Volunteer Service Award for her pet therapy work.

The 84-year-old Moanalua, Hawaii, woman has devoted the last 17 years of her life — more than 10,000 hours — to cheering up patients as a volunteer pet handler with the American Red Cross Human Animal Bond Program at Tripler Army Medical Center.

"I think this probably was the reason I got this award, because the Bushes are animal lovers," said Monsarrat.

"It's nice to be recognized," she said, adding that she thoroughly enjoyed the award presentation and

her visit with the president and first lady on the tarmac at Hickam Air Force Base.

Monsarrat's husband, CAP Lt. Col. Roger Monsarrat, joined her for the presentation, which occurred in November during the Bushes' layover in Hawaii. They were returning home from an eight-day trip to Southeast Asia.

"(The Bushes) were so gracious," Monsarrat said. "They acted as if they had all the time in the world for us. They just made you feel so good."

The presidential award, a thumb-sized pin with an eagle crest, now adorns the Red Cross uniform Monsarrat wears on her weekly rounds at Tripler. In addition to the President's Volunteer Service Award, Monsarrat has also received the American Red Cross Lifetime Award.

It is not unusual to see Monsarrat and other volunteers at the medical center with specially chosen

dogs, cats and rabbits in tow. The animals' presence, she said, often makes a world of difference to the patients and their families as well as to the staff.

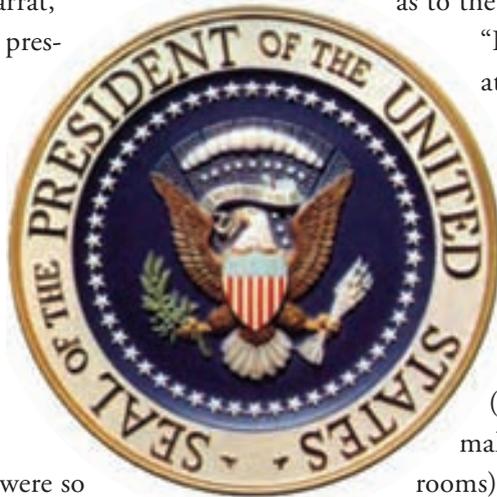
"It's an immediate reaction," Monsarrat said. "Their whole face and their body language changes (when the animals enter their rooms)."

Monsarrat said it means a lot to receive an award for something that gives her so much joy. She said she hopes the presentation makes the public more aware of the program.

"A lot of people don't know this (pet therapy) is going on," she said. "But I really love it, and I can see it does a lot of good."

Monsarrat retired from CAP about a year ago following 31 years of volunteer service. She has fond memories of helping organize special CAP activities, particularly those for cadets. One of her favorite cadet programs is the International Air Cadet Exchange, in which cadets visit other countries in the spirit of international goodwill.

"It was amazing how appreciative (the cadets) were," she said. ▲



The Bush administration created the President's Volunteer Service Award in 2004. More than half a million Americans have earned the award since its inception, but only about 550 recipients, including Eloise Monsarrat, actually have received the award from the president.



Warble Warriors

During a search and rescue exercise, Alaska Wing ground team cadets Brandon Burgess and Daniel O'Brien, simulating lost hikers, use a mirror to guide a CAP Beaver aircraft to their location. The cadets' personal locator beacon helped the aircrew locate them.

ELT Missions Help Save Lives

By Dave Hendrick and Neil Probst

A beacon warbling over an aircraft or handheld radio can mean the worst news possible — a crashed airplane or a stranded boater or hiker.

Searches for signals from electronic distress beacons, most often from Emergency Locator Transmitters, exercise cadets' and officers' minds and often their bodies.

When Civil Air Patrol members are asked to assist in an ELT search, the hunt for the tireless beep of a small box begins.

CAP members chased some 2,000 beacon alarms in 2006, many of them awakened accidentally.

Identifying whether an ELT is really indicating someone in distress is extremely important, said CAP National Headquarters' Deputy Director of Operations John Des-

marais. "One of our big missions is to go out and see if the alarms are false or not."

These missions help emergency responders identify where emergencies are really occurring, he said.

Volunteer Saviors

More often than not, CAP volunteers find ELTs and no victims, but, mirroring the accomplishments of a host of CAP wings, at least three Alaska Wing missions last year led to people in need.

One earned the wing two saves after members pinpointed an ELT at an airplane crash near Harding Lake. CAP led a U.S. Army helicopter to the site, where the sur-



Capt. Scott Cochran,
Florida Wing

vivors were picked up and taken to Fairbanks Memorial Hospital.

The second involved a search for an emergency beacon near the Kings River. The wing earned two more saves after notifying rescuers there were several people on the ground using bonfires and emergency strobes to attract attention.

The wing earned a fifth save after locating a downed aircraft's ELT 50 miles east of Fairbanks. CAP alerted the U.S. Army, which picked up the survivor and took him to Fairbanks Memorial Hospital.

"Our members performed well throughout the year," said Alaska Wing Commander Col. Carl Brown. "They represent very well the importance of ELT missions carried out by every CAP wing, not just Alaska."

"The missions can be tedious," he added, "but they are great experiences for cadets and senior members."

Diligence Matters

Capt. Scott Cochran of the Florida Wing knows the thrill and agony of ELT searches.

"What you enjoy is when you find the target and it is disabled or turned off. When you don't find something, or it becomes silent or goes negative before you get there, then it's a little less gratifying," he said.

On a search last year off the west coast of Florida, Cochran



Photo by Capt. Jeff DeFrest, Alaska Wing

Emergency services officer Capt. Bob Mattson, left, works with communications officer Capt. Martha DeFrest to coordinate an emergency locator transmitter search for two cadets posing as lost hikers.

and Col. Dave Lawson's airborne direction-finding equipment led them to a community of waterfront homes where their radio was picking up a beacon echo.

On a sixth pass above the neighborhood, Cochran and Lawson discovered a seaplane; CAP's ground team, which had been using its own direction-finding equipment to pinpoint the beacon's location, switched off the device in the plane's tail.

The mission succeeded.

"I enjoy the find and coming back and reporting that it's been found and turned off, and the satellite's not going to hear it anymore. That's very rewarding," Cochran said.

Practice, Practice, Practice

While hundreds of CAP members take part in daily searches for the often-mysterious beacon sounds, hundreds of others spend countless hours in practice finding

ELTs as well as EPIRBs (Emergency Position Indicating Radio Beacons), often used by boaters, and PLBs (Personal Locator Beacons), employed by many hikers.

In fact, more than 5,600 CAP cadets and senior members are qualified ground team members, and CAP has more than 900 ground teams around the country actively

involved in the ground search and rescue program, said CAP Maj. Michael Long, commandant of the CAP National Ground Search and Rescue School.

In all states and Puerto Rico, the training is essential.

Mission Accomplished

An Alaska Wing picture recently reflected the effectiveness of cooperation between cadets and senior members.

Evergreens and snow surrounded a sun-like light shining from the ground up to a de Havilland DHC-2 Beaver in the sky.

On the ground, cadets Brandon Burgess and Daniel O'Brien acted as stranded hikers in need of help near Juneau. Fortunately, they came well prepared with a Personal Locator Beacon (simulated by a practice beacon), a mirror and some flares.

Above, a CAP aircraft tracked the beacon's signal, homing closer and closer, until finally the cadets, braving 20-degree cold, were able to attract the Beaver crew's attention with their mirror and flares.

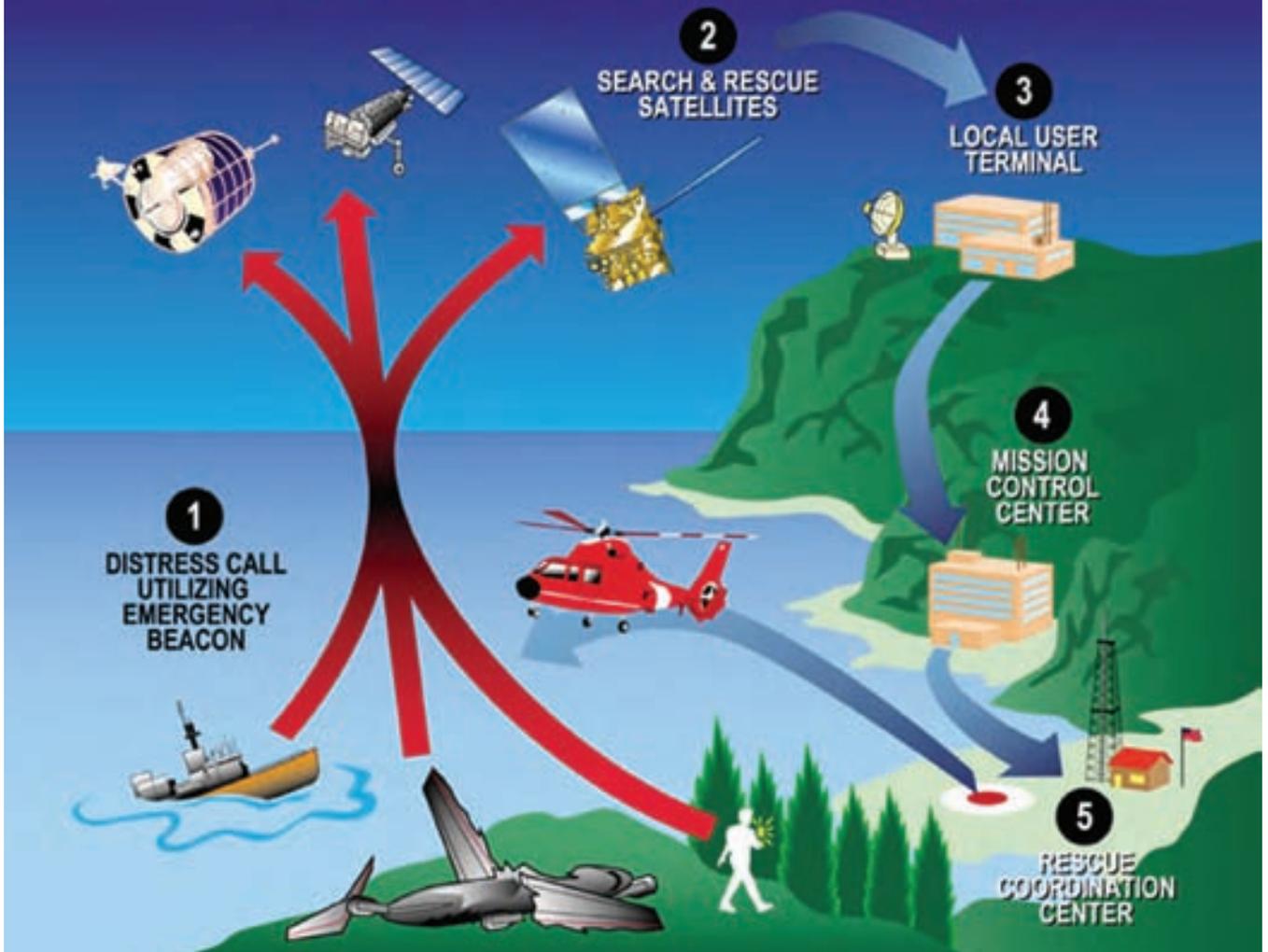
The mirror caught the eyes of husband-

Photo by 1st Lt. Jerry Horn Jr., Delaware Wing



A Civil Air Patrol member uses a direction finder during an ELT search.

COSPAS-SARSAT System Overview



and-wife pilot and co-pilot Capts. Jeff and Martha DeFreest, who in a real-life situation would have then called in Alaska Wing ground crews and perhaps help from U.S. Coast Guard helicopters.

It was a mission accomplished and a literal and figurative blast for the cadets.

“I liked shining the mirror a lot, but the best part was watching O’Brien shooting off the smoke signals. We put smoke attachments on the flares and he’d shoot them off, and it would shoot bright orange smoke,” Burgess said. ▲

CAP Finds The Lost

The Civil Air Patrol’s search and rescue missions for distress beacons happen as part of a larger, highly sophisticated satellite information system.

The search and rescue satellite-aided tracking system (SARSAT) uses National Oceanic and Atmospheric Administration satellites to detect and locate aviators, mariners and land-based users in distress. The satellites relay distress signals from emergency beacons (ELT, EPIRB or PLB) to a network of ground stations and ultimately to the U.S. Mission Control Center in Suitland, Md.

The USMCC processes the distress signals and notifies search and rescue authorities — often the Air Force Rescue Coordination Center at Langley Air Force Base in Virginia — who is in distress and, more importantly, where they are located. The AFRCC then tasks CAP.

The Civil Air Patrol receives 95 percent of the agency’s inland search and rescue missions.

Former CAP Cadet

Photo courtesy of U.S. Air Force



Former CAP cadet Maj. Gen. Ted F. Bowlds is the new commander of the U.S. Air Force Research Laboratory at Wright-Patterson Air Force Base in Ohio.

New Commander of Top Air Force Research Laboratory

by Janet Adams

On Jan. 9, the new commander of the U.S. Air Force Research Laboratory at Wright-Patterson Air Force Base in Ohio, Maj. Gen. Ted F. Bowlds, was officially installed. A former CAP cadet, Bowlds is responsible for a workforce numbering nearly 9,500 and a budget of nearly \$3 billion.

Bowlds' main task, as he sees it, is "defining the technology the Air Force is going to use now and in the future," he said.

During his diverse 32-year Air Force career, Bowlds said he has drawn on his degrees in electrical engineering and on in-depth courses and hands-on experience in flight testing, engineering management, defense systems implementation/management and national security management, along with his CAP cadet program foundation, to achieve his goals.

"My first priority as AFRL commander," Bowlds asserted, "is to the men and women of AFRL, to ensure they have the resources they need to do their jobs, that they are taken care of both professionally and personally and, most importantly, that every individual's voice is heard. My staff and I are also charged with growing a generation of people following me — from test pilots to missile development specialists. Every talent that impacts USAF science and technology programs needs to be encouraged and supported."

Bowlds' passion for airplanes and technology emerged at an early age. Growing up in Louisville, Ky., he joined a Junior ROTC program at the local high school as soon as he was old enough. When his family moved to Jackson, Miss., after his sophomore year, his mother encour-

aged him to become a CAP cadet since there was no ROTC program there.

"Being in CAP was a great experience," Bowlds said. "It gave me a chance to be around airplanes and pilots and to study astronomy and aviation history. I had always wanted to become an astronaut, but my poor eyesight ruled that out.

"In pursuing that dream," he continued, "I studied hard on my own to become a pilot, and, eventually, I was awarded a CAP scholarship to earn my license. From that time on, I was hooked on being an Air Force officer.

"In CAP, I learned what it takes to be an effective leader, how to deal with people in a variety of situations and how to work with different personalities. Much of that learning holds valid today," he said.

Bowlds said there was one more important bonus to being in CAP: "I met my wife, Marcia, who was also a cadet in the same squadron."

Today, the AFRL's new commander juggles a hectic workweek that includes participating in regular workouts, watching his two sons compete in various sports — particularly baseball — and carving out some time for his hobby, furniture refinishing. He also has been known to walk the family dog and feed their parrot.

His message to cadets? "Never give up on your dreams. Although my dream of becoming an astronaut did not materialize, I did get my pilot's license, I did get to fly and I am deeply involved in programs that affect the future of aerospace," he said. "And, more importantly, pursuing that dream brought me into contact with people who helped me realize my potential." ▲

Never give up on your dreams. Although my dream of becoming an astronaut did not materialize, I did get my pilot's license, I did get to fly and I am deeply involved in programs that affect the future of aerospace. And, more importantly, pursuing that dream brought me into contact with people who helped me realize my potential.

*Maj. Gen. Ted F. Bowlds, commander, U.S. Air Force Research Laboratory
Wright-Patterson Air Force Base in Ohio*

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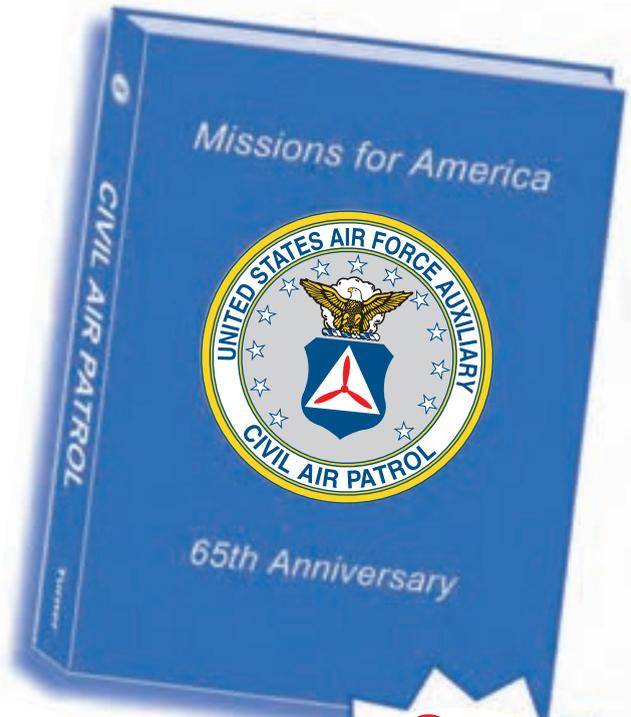
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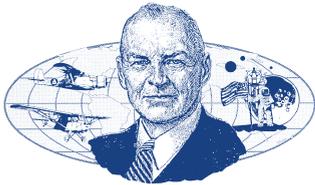
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Achievements



Gill Robb Wilson Award

Highest award given to officers who complete Level V of the CAP Senior Member Training Program. (Only about 5 percent of CAP officers achieve this award.) The officers listed at right received their awards in November and December.

Lt. Col. John M. Eggen	AZ
Lt. Col. Ronald G. Butts	CA
Lt. Col. Herbert L. Schulman	FL
Maj. Suzanne H. Tomlinson	IA
Maj. Richard G. Miller	IL
Lt. Col. Franklin M. Newman	MI
Maj. Troy Robert Greenbank	MO
Lt. Col. Edward D. Mueth	MO
Maj. David E. Plum	MO
Lt. Col. Steve W. Canfil	OH
Col. Mary F. Donley	SD
Lt. Col. Dean E. Gould	VA



Gen. Carl A. Spatz Award

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

Marc A. Daigle (#1619)	LA
Nathan W. Wozniak (#1620)	MN
Grace M. Stapf (#1621)	MD
Antonio Gemma More' (#1623)	TN



Paul E. Garber Award

Second-highest award given to officers who complete Level IV of the CAP Senior Member Training Program. The officers listed below received their awards in November and December.

Lt. Col. Olen E. Moyer	AK
Maj. Leon J. Frank	FL
Lt. Col. Rogers A. Porter	FL
Maj. John R. Varsames	FL
Lt. Col. Brian H. Berry	GA
Maj. Brant F. Robinson	GA

Maj. Ronald F. Caffrey	ID
Maj. David L. Turnmire	ID
Maj. Glenn T. Thibodaux	LA
Maj. Shelly L. Thibodaux	LA
Maj. G. Allen Eberwein	MD
Lt. Col. David F. Cotton	MI
Maj. Robert S. Turner	MI
Capt. Sandra K. Potocki	MO
Lt. Col. Richard E. Sheldon	NC
Capt. Dan H. Wishnietsky	NC
Capt. Christin M. Scott	NE
Capt. Shawn L. Brewer	NV
Capt. Lori G. Douglas	OH
Maj. Charles R. Ingersoll	OH
Maj. Brian J. Falvey	RI
Capt. Suella M. Reynolds	SC
Maj. Stephen R. Dicker	TX
Lt. Col. Randy J. Petyak	VA
Lt. Col. Robert R. Gehr	WI
Maj. Sherwood J. Williams	WI
Lt. Col. Wade H. Augerbright	WV
Capt. Randolph J. Schein	WY



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 November and December.

Kevin B. Holbrook	CA
Matthew J. Castriotta	FL
Michael Kugel	FL
Ryan C. McCord	FL
Jena L. McGovern	FL
Devon F. Spencer	FL
Yoni S. Gorlin	GA
Daniel C. Riordan	IL
Levi B. Lapping	KS
Nathan F. Scalia	KS
Syed M. Karim	MD
David M. Trick	MD
Brian A. McGinley	MS
Heidi C. Klein	ND
Jonathan A. Lewczyk	NY
Jarrett A. Dover	TN
Christopher R. Hanvy	TN
David M. Oldham	TN
Bradley E. Sutton	TX
Rebekah R. Less	WI

Photo by Sr. Mbr. Fred West, Texas Wing



Texas Squadron Hosts Salute for Aviation Legend Namesake

The Texas Wing's Col. Joe W. Kittinger Phantom Senior Squadron held a public recognition ceremony Jan. 23 at Austin-Bergstrom International Airport, honoring the squadron's namesake, Col. Joe W. Kittinger, who holds the record for the highest parachute jump, termed the Long Lonely Leap. The celebration included a keynote address by Kittinger, remarks by F. J. "Jay" Joseph, Texas Department of Transportation; Col. Ed Brown, Texas

State Guard; and squadron commander Maj. Dan Williams. Above, Capt. John Craparo presents Kittinger, left, with a Citation of Honor from Texas Gov. Rick Perry.

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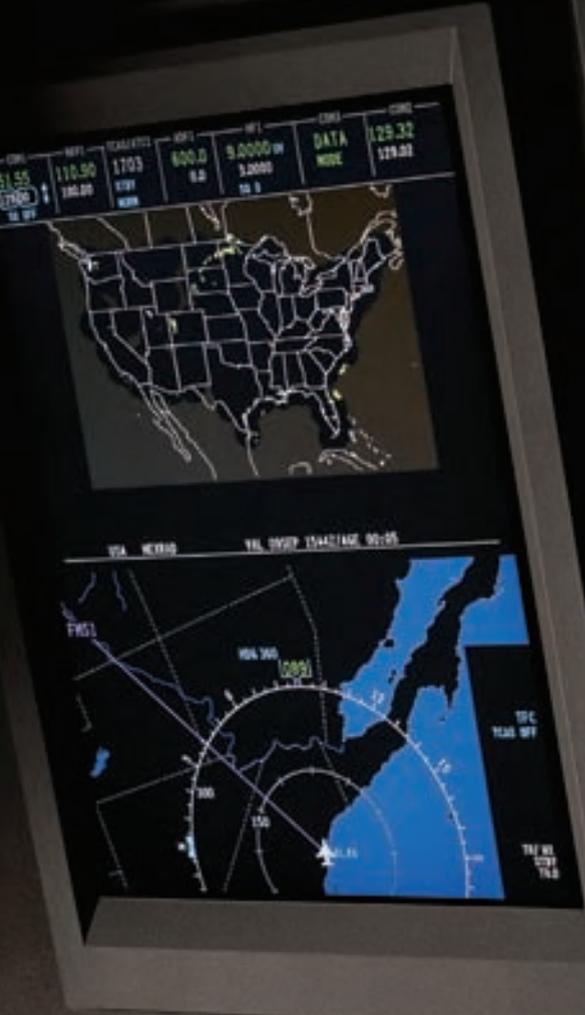


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Great Lakes

Illinois Wing Combs Neighborhood For Aircraft Parts

ILLINOIS – At the National Transportation Safety Board's request, more than two dozen Illinois Wing members spent a long, cold day on Jan. 27 searching for engine parts from a corporate aircraft that had experienced engine problems 15 days earlier.

The search concentrated on the neighborhood northeast of Chicago's Midway International Airport, near where a turbine wheel from the engine of a Mitsubishi MU-2B-36 owned by American Check Transport crashed through the roof of a residence's bedroom, landing about 2 feet from the sleeping occupant's bed. Three ground teams that were deployed worked from 6 a.m. to 6 p.m. combing public areas, streets, alleyways, yards and rail beds. Cadet 1st Lt. Michael Hatkevich, cadet commander of the Palwaukee Composite Squadron, found one part.

The teams also distributed about 200 flyers showing pictures of the remaining missing parts. Along with Illinois Wing Headquarters, members of eight composite squadrons participated in the search — Col. Shorty Powers, Forest Park, Julius Jackson, Lake-in-the-Hills, Lewis, Midway, Palwaukee and Woodfield. The Army National Guard Armory beside Midway International Airport, where the Midway Composite Squadron meets, served as mission base. >> Maj. Curtis Kmiecek



Photo by Capt. Bob Dempsey, Illinois Wing

Cadet 1st Lt. Michael Hatkevich of the Palwaukee Composite Squadron shows where he found a fallen aircraft part — the black cuplike object on the ground in front of him — during a search mission the Illinois Wing conducted on behalf of the National Transportation Safety Board.

Photo by Maj. Douglas Barth, Maryland Wing



Cadet Capt. Charles Frater, Fort McHenry Composite Squadron commander of cadets, gives blood during the squadron's recent blood drive.

Middle East

Community Partnership Draws Blood

MARYLAND – The Fort McHenry Composite Squadron, aided by the Howard Composite Squadron, recently conducted its seventh Greater Catonsville American Red Cross blood drive. With 50 donors participating, eight of them first-timers, 44 pints were collected.

The Fort McHenry squadron partnered with the Greater Catonsville Chamber of Commerce and the Baltimore Department of Parks and Recreation to host the drives and staff the volunteer positions. Ten cadets and nine senior members from the Fort McHenry and Howard squadrons and a Girl Scout staffed donor sign-in and the registration desk, facility set-up and take-down activities, child care for donors and the post-donation refreshment canteen. The cadets also distributed CAP recruiting information to interested donors.

The blood drives provided an outstanding opportunity for cadets to demonstrate their planning and leadership skills. One Fort McHenry member, Cadet Senior Master Sgt. Laura Boehk, was the cadet project officer for the drives, taking full responsibility for cadet staffing, management of the cadet staff and serving as the Red Cross' contact person.

Roger Wolff, account representative for the American Red Cross' Greater Chesapeake and Potomac Blood Services Region, said the performance "exceeded our expectations, and the efforts by the CAP folks, not only on staffing the event but in recruiting, made the difference." Added Maj. Douglas Barth, squadron project officer for the blood drives and former commander of the Fort McHenry squadron, "Volunteer service is a core value of the Civil Air Patrol and helping to meet a critical community need with the blood drive is something we are proud to support." >> 2nd Lt. Alvin Sacks

North Central

DC-10 Simulator Experience Pumps Future Pilots

MINNESOTA – Twenty members of the North Star Cadet Squadron recently got a feel for flying DC-10s when they were put behind the controls of a DC-10 simulator during a tour of Northwest Airlines' training facility in Eagan, Minn. U.S. Air Force Reserve Col. Michael Huttner, a Northwest pilot and trainer, served as host. Each member spent about five minutes on the DC-10 simulator as both pilot and co-pilot.

"It was so realistic," said Capt. Pat Cruze, who organized the visit. "As the jet rolled down the tarmac during takeoff, you could look out the aircraft's windows and see buildings and other facilities in a mock-up of the Honolulu Airport. I thought I was actually flying."

The cadets also were given demonstrations on exiting an aircraft in an emergency.

The visit was the result of months of planning. Noted Cruze, "9/11 changed a lot of things. Northwest Airlines put these type of requests on hold because of national security reasons. But Northwest is once again allowing groups like Civil Air Patrol to use the simulator."

The cadets were "psyched about the experience and thought the view was cool," Cruze said. When asked if they would one day like to fly the aircraft, the cadets enthusiastically responded, "Yes!" >> Capt. Richard J. Sprouse



Photo by Capt. Richard J. Sprouse, Minnesota Wing

Col. Michael Huttner, right, of the U.S. Air Force Reserve, a Northwest Airlines pilot and trainer, welcomes North Star Cadet Squadron members during a recent visit to Northwest's training facility in Eagan, Minn.

Photo by Capt. Robin Trujillo, Connecticut Wing



Connecticut State Police trooper Kevin Eklund explains to Connecticut Wing cadets how his canine partner, Magnum, will locate a missing person in a sewer pipe and find a simulated cadaver in a pile of cement rubble, similar to the debris facing rescue workers after the Sept. 11 terrorist attacks in New York.

Northeast

Connecticut Members Enjoy 'Dogging It' During Demonstration

CONNECTICUT – More than 50 Connecticut Wing members literally went to the dogs recently — or, rather, the dogs came to them — when the Royal Charter Composite Squadron hosted a joint emergency services canine familiarization program featuring two Connecticut State Police troopers and their four-footed partners. Trooper 1st Class Stowell Burnham, with his German shepherd in training, 4-month-old Scout, demonstrated training techniques used with young pups. In addition, trooper Kevin Eklund and his German shepherd partner, Magnum, carried out a search and find of a missing live person (Burnham) in a sewer line and a cadaver (using a special training scent) in a pile of cement rubble at Hartford-Brainard Airport.

Burnham also presented a slide show explaining in detail the Connecticut State Police canine program and a video documenting the canine unit's contributions in New York after the Sept. 11 terrorist attacks.

The program also included assistance in completing ground search and rescue requirements for canine familiarization.

The program was organized by 1st Lt. Rob Cartier of the Royal Charter squadron and Capt. Gerald Sledge, Connecticut Wing emergency services officer. During the program Sledge explained CAP members' capabilities for aiding state police in searches on the ground and in the air. His remarks emphasized CAP's photo-imaging and video-feed capabilities, and the wing's involvement in Sept. 11 relief efforts. >> Capt. Robin Trujillo



Pacific

Air Refueling Exercises Maximize Combat Readiness

NEVADA – Members of four Nevada Wing squadrons — Clark County Composite, Henderson Composite, Nellis Cadet and Nellis Senior — played an important role recently in a Red Flag combat training exercise held at Nellis Air Force Base designed to help ensure aircrews' combat readiness.

An F-15 and F-16s from the 64th and 65th Aggressor Squadrons await their turn to refuel alongside the "Red Forces" KC-135R that Nevada Wing members flew in during a Red Flag Exercise held at Nellis Air Force Base.

Twenty-seven cadet and senior members participated in an aerial refueling mission aboard two KC-135R aircraft as part of the exercise.

They were divided into two groups — the enemy "Red Forces" and friendly "Blue Forces." The Red Forces group refueled F-15 and F-16 aircraft assigned to the 64th and 65th Aggressor squadrons based at Nellis and

assigned to implement threat tactics in order to heighten the realism of the aircrews' training. The Blue Forces group refueled various Air Force aircraft, as well as F-111s from the Royal Australian Air Force.

Also participating were various aircraft from the United Kingdom's Royal Air Force and the Royal Australian Air Force. Red Flag exercises, conducted several times per year by the 414th Combat Training Squadron of the USAF Warfare Center for units from the U.S. and allied nations, are designed to maximize participants' combat readiness and survival chances by providing a realistic training environment. The exercise provides a peacetime "battlefield" within which combat aircrews can train to fight together, survive together and win together. >> Capt. Brandon Ford

Rocky Mountain

Cadets Welcome Newly Inaugurated Governor At Whistlestop Appearance

COLORADO – Members of the Pueblo Eagles Cadet Squadron were provided an unusual opportunity recently — welcoming their state's new governor, in office for less than a week, to their hometown.

Gov. Bill Ritter had spent only four days in Colorado's top elected position when his inaugural train rolled into Pueblo's Union Depot for the final stop of his whistle-stop victory tour. The Pueblo cadets teamed with the South High School Junior ROTC Color Guard to form the head of the reception line, then combined again to present the colors for a celebratory dinner and speech held at the depot.

At the end of the proceedings, the squadron called on Ritter and another dignitary in attendance, U.S.

Rep. John Salazar, to participate in a bit of squadron business — promotion of Cadet Tech. Sgt. Ken Lloyd to cadet master sergeant. The two elected officials obliged, with Salazar presenting the call to orders and Ritter presiding over promotion of the extremely surprised cadet.

That just may have been Ritter's first official act as governor, members of his staff told the squadron's commander, Capt. Stephen D. Heffler.

"The cadets were almost as popular as the governor when it came to having pictures taken after the program," Heffler said. >> Capt. Stephen D. Heffler



Photo by Capt. David Ridge, Colorado Wing

The Pueblo Eagles Cadet Squadron salutes newly inaugurated Colorado Gov. Bill Ritter upon his arrival at Pueblo Union Depot.

SOUTHEAST

Florida Cadets Meet Famous Athletes During Charity Event

FLORIDA – Members of the West Broward Composite Squadron and Weston Cadet Squadron rubbed elbows with professional athletes recently when they volunteered to help during the National Rifle Association's Sporting Clays Team Challenge held at Markham Park in Sunrise, Fla.

Former and current NFL players participated in the skeet shoot, as did actor Lou Ferrigno, the title character in the "Incredible Hulk" CBS TV series, which aired from 1978-1982. CAP members manned stations as scorekeepers and trappers and also assisted in first aid.

"I had a great time," said Cadet Airman 1st Class Jennifer Bedoya of the West Broward squadron. "The best part about being a trapper was getting to meet the NFL players and watching them learn how to shoot."

Maj. Gen. Antonio J. Pineda, CAP's national commander, also made an appearance at the event. Pineda said he participated in the first Sporting Clays meet in 1997.

The skeet shoot is held annually to raise money for NFL Alumni charities.

Frank Krauser, the alumni group's chief executive officer, praised the CAP members. "CAP is doing a wonderful job," he said. >> 1st Lt. Allison Hady and Cadet Chief Master Sgt. Brayn Bedoya



Photo by Cadet Airman 1st Class Jennifer Bedoya, Florida Wing

Taking a break during the National Rifle Association's Sporting Clays Team Challenge held in Sunrise, Fla., are Sr. Mbr. Josh Distefano, left; 1st Lt. Allison Hady, second from right; and Cadet Master Sgt. Brayn Bedoya, all of the West Broward Composite Squadron. Posing with them is Denver Broncos safety Steve Cargile.

Photo by Capt. Walter Dutton, New Mexico Wing



While participating in a homeland security training mission in southeastern Arizona along the Mexican border, an Arizona Air National Guard F-16 breaks away from a CAP Cessna 182 flown by Lt. Col. Paul Cline. Capt. Walter Dutton of the New Mexico Wing served as an observer.

Southwest

New Mexico Duo Assists Air National Guard With Homeland Security Training Mission

NEW MEXICO – At the request of the Arizona Wing and the 162nd Fighter Wing of the Arizona Air National Guard, Lt. Col. Paul Cline of New Mexico Wing Headquarters and Capt. Walter Dutton of the Las Cruces Composite Squadron flew the squadron's Cessna 182 just north of the Mexican border on a homeland security training mission. Cline served as mission pilot and Dutton as observer.

After checking the plane and the weather, confirming last-minute mission details with the 162nd Wing, filing a flight plan and obtaining a flight release, the CAP members departed for the bootheel of New Mexico and the Guard's military operations area in southeastern Arizona. At the scheduled time, they entered the mission area and about 10 minutes later they heard "fight's on," the code words to start the exercise.

Shortly after that, an F-16 flew past the Cessna's left wing to check it out.

Following another pass, Cline and Dutton heard a call on the radio to "the white Cessna flying along the Mexican border. You have been intercepted by the United States Air Force." Having been instructed to ignore any radio calls or visual signals from the fighters, they continued flying. After a fourth inspection pass and additional radio calls, the F-16's pilot rocked his craft's wings, indicating the Cessna should follow him, which Cline and Dutton again ignored, per their instructions.

At one point they heard the wingman say he was at 17,000 feet, far above the C-182's 7,000 feet. Then they heard the F-16 pilot say he was going to make a photo run; his final pass was just below the Cessna's right side. Finally, Cline and Dutton got a call to "knock it off" — the exercise was over. They returned to Las Cruces knowing they had played a small role in helping the pilots of the 162nd train to protect the nation's borders. >> Capt. Walter Dutton



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