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July-August 2006



Volunteer

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Photo by 1st Lt. John Hamm, Illinois Wing



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ON OUR COVER

Former CAP National Commander Maj. Gen. Richard L. Bowling (2001-2004) presents A. Scott Crossfield, famed test pilot and CAP advocate, with a framed reproduction of a *General Aviation News* cover featuring Crossfield. Special pull-out coverage on Crossfield begins on page 25.

Photo by Jim Tynan, CAP National Headquarters

Dominguez Praises America

CAP's Missions for

Photos by Marc Huchette, CAP National Headquarters



Michael L. Dominguez, center, assistant secretary of the Air Force for Manpower and Reserve Affairs, flanked by Anita K. Blair, deputy assistant secretary of the Navy, and CAP National Commander Antonio J. Pineda, praised CAP's homeland security missions and aerospace education programs.

Michael L. Dominguez, assistant secretary of the Air Force for Manpower and Reserve Affairs and one of Civil Air Patrol's most ardent supporters in Washington, D.C., visited CAP National Headquarters in June for a briefing on the organization's current state of affairs as well as its vision for the future. He was joined by Anita K. Blair, deputy assistant secretary of the Navy.

"You all need to be very proud of what you've accomplished and how far you've come. I certainly am,"

Dominguez said.

He encouraged members to be patient as Air Force leaders become more and more familiar with CAP and the breadth of services the organization provides.

"I'm really pleased with what you've accomplished and the work you do every day. The Katrina response was just superb," said Dominguez, referring to CAP's unprecedented disaster relief response during the 2005 hurricane season.

The Air Force leader said CAP has become a huge asset to America as an additional protector of the homeland.

"On homeland defense and all the work you do to support the nation in so many different dimensions — making the Civil Air Patrol another part of the force the U.S. Air Force presents to the combatant commander, in this case Northern Command — is great," Dominguez said.

"That's the way it needs to work. It makes it routine and systematic and professional, and the people in that chain can understand what's going on and understand and get comfortable with employing this asset (CAP)," he said.

"More and more federal agencies have needs in homeland security that the Civil Air Patrol, with its 56,000 members across America and its aviation assets and its training and its organization and its responsiveness, can meet," he said.



Dominguez, left, met with Pineda in June to discuss CAP's Missions for America.

“These are things those federal agencies need out there in America. You are cheap and you are good and you are effective and you are out there,” Dominguez said.

Dominguez also acknowledged CAP’s vital role in encouraging youth to seek careers in aerospace education, a pursuit critical to the country’s continued success.

CAP is the primary player in this mission, which Dominguez said is desperately needed, because so few children are pursuing aerospace careers.

“The aerospace education role of trying to get more American kids into college and interested in aviation is a big deal, and CAP is a huge force multiplier in that effort,” he said.

“I expect and anticipate a lot more cooperation coming downstream from Air University to tighten the partnership between the Civil Air Patrol and the rest of what AU does in the air and space education business to try to push down into the elementary schools, middle schools and high schools,” he said.

“I also hope to see additional progress in the establishment of memorandums of agreement with other federal agencies, building on the achievements you’ve already made, building on the model you pioneered with counter-narcotics work,” Dominguez said.

Dominguez concluded his remarks by congratulating CAP’s members.

“You’re a great asset, and the willingness of the volunteer leadership and the staff here is excellent,” he said, adding, “thank you for all you are doing.” ▲



Pineda greets Blair as she arrives at CAP National Headquarters to meet with CAP and CAP-U.S. Air Force leaders.



Dominguez’s perusal of CAP’s annual Performance Report drew accolades.

“More and more federal agencies have needs in homeland security that the Civil Air Patrol, with its 56,000 members across America and its aviation assets and its training and its organization and its responsiveness, can meet.”

—Michael L. Dominguez, assistant secretary of the Air Force for Manpower and Reserve Affairs



Summer is the busiest time of the year for the all-volunteer members of the Civil Air Patrol. While most Americans spend their vacations relaxing, CAP members carry out a myriad of vital missions, ranging from disaster relief and search and rescue to conducting nearly 100 unique summer activities at the state and national level that impact more than 6,000 CAP cadets.

Clearly, these missions require adequate training and preparedness in order to be successful. With this in mind, significant additional funds were recently authorized for all CAP wings and regions to aggressively conduct realistic mission training and more cadet orientation flights. Every CAP member who has the opportunity to participate has been urged to make time to support these training initiatives.

To keep pace with today's technologically driven world, CAP also offers a variety of training courses online. Several thousand members have already taken the new OPSEC (Operational Security) Training Course, which addresses how members should handle sensitive information concerning CAP's missions, capabilities and partner agencies.

In addition, specialized, national-level training of the highest caliber is available. A good example is the National Emergency Services Academy, which is celebrating its 10th anniversary this year. This in-depth course of study provides training to over 300 members representing most if not every wing in the nation. Because of the academy's high quality and the success it has achieved, I have asked the academy staff to expand the 2007 program even more to ensure our members stay abreast of the latest trends and technology.

Mission-related courses also will be offered during CAP's annual conference Aug. 9-12 in Reno, Nev. Courses on critical incident stress management, group crisis intervention, satellite-transmitted digital imaging and the incident command system will complement nearly 50 learning labs that will collectively provide comprehensive training for literally every facet of CAP's operations. More than 800 members will have the opportunity to hone their skills by taking advantage of this three-day, professional-quality learning experience.

Paying for training from one's own pocket and taking vacation time to do it speaks volumes about CAP's 57,000 incredibly dedicated volunteer members. The heart of the CAP volunteer is truly a heart of gold.

1st Lt. David DeGiacomo, right, accepts command of the West Broward Composite Squadron in Pembroke Pines in South Florida. Maj. Gen. Antonio J. Pineda, left, led the squadron early in his CAP career.



Photo by 2nd Lt. Brenda Lybrand, Florida Wing

ALL IN AN EVENING'S WORK NATIONAL COMMANDER'S MISSION JUGGLING NO FLUKE

Members are accustomed to seeing CAP National Commander Maj. Gen. Antonio J. Pineda in CAP aircraft performing missions and at ceremonies, both presiding over changes of command and recruiting new CAP members.

Recently, however, Pineda's comrades may have thought their eyes were tricking them, because the national commander seemed to be in two places at once.

Pineda showed his versatility while presiding over the change of command at West Broward Composite Squadron in Pembroke Pines in South Florida.

The evening was somewhat routine, until a bleep-bleep-bleep — that all-too familiar sound to CAP members — interrupted.

"A call came in for an ELT (emergency locator transmitter) mission, and without hesitation, General Pineda offered to fly the mission with mission pilot Lt. Col. Luis Garcia," said Florida Wing Vice Commander Col. Eileen Parker.



Rather than sit in the CAP Cessna awaiting launch, Pineda made the most of the change of command that saw 1st Lt. David DeGiacomo take charge of the squadron once under the national commander's care.

"As 'CAP Flight 1' was getting a preflight and flight release, General Pineda even had time to recruit a former member while socializing with members, cadets, parents and other VIPs, including Group 11 Commander Maj. George McCord," Parker said.

Parker said Pineda's efforts may seem exceptional, but instead simply reflect what anyone might see from the national commander on any day of the year.

"General Pineda has never forgot-

ten what it is like for those at the unit level, and his dedication to the Civil Air Patrol and its cadet program especially is nothing short of awesome. He will go out in the Everglades and eat MREs (meals ready to eat) and go to every activity or ceremony when invited that his schedule allows," she said.

At the end of the day, although Pineda wasn't counting his accomplishments, his evening read a little like a baseball box score: ELT mission completed, 1; former member recruited into CAP, 1; ceremony presided at, 1.

Perhaps this is at least partly what Pineda was thinking when he said: "It's great when we get to perform all three of our missions in one day." ▲

"General Pineda has never forgotten what it is like for those at the unit level, and his dedication to the Civil Air Patrol and its cadet program especially is nothing short of awesome. He will go out in the Everglades and eat MREs and go to every activity or ceremony when invited that his schedule allows."

— Florida Wing Vice Commander Col. Eileen Parker

CIVIL AIR PATROL Volunteer

Celebrating Our 65th Year of National Service



It is with great admiration for every volunteer that I invite readers of this issue of *Civil Air Patrol Volunteer* to learn more about CAP senior members and cadets' phenomenal Missions for America.

The future of our organization rests with our cadets, many of whom will continue on as senior members. One of our brightest youths, cadet Danielle Roth, who serves as the Florida Wing's cadet chair, spoke recently at the wing's annual conference.

I would like to share with you excerpts from her inspiring message.

Roth, who surveyed fellow cadets on the most meaningful knowledge gained from their CAP experience, said cadets have learned:

- there is no "I" in team,
- to always be prepared,
- to lead by example,
- to stand up in a crowd and speak up,
- to have more self-respect,
- to respect other people,
- to listen, because being a leader isn't necessarily being the boss,
- how to work with people and
- how to study.

And, most importantly, Roth added, "I learned to never give up."

Our senior members instill these values in our cadets by stressing discipline, encouraging academic excellence and promoting leadership, while emphasizing physical fitness and moral values.

Speaking of cadets, our next issue will highlight CAP's numerous summer programs — from Cadet Officer School to the National Cadet Competition and International Air Cadet Exchange, among many, many more. These programs are centered on four basic themes — leadership, aviation careers, Air Force career orientation and flight training. Annually, more than 1,200 cadets participate in these activities. Organized by the National Headquarters staff and presented by CAP volunteers, these programs are essential to the future of the aerospace industry in America.

Don Rowland
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ON THE WEB

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

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“Low-level flying in the mountains will be a cinch with color-coded terrain to depict 1,000-foot and 100-foot obstacles. Also, it’s now virtually impossible to get lost or disoriented day or night.”

— Joe Macklin, CAP-U.S. Air Force state director for Montana

CRYSTAL CLEAR

Garmin Glass Cockpits Perfect Fit in CAP Cessnas

Civil Air Patrol pilots are eagerly climbing into new CAP Cessna 182T Skylanes custom-made with the Nav III glass cockpit package by Garmin International Inc.

Since November, CAP has acquired 14 of the aircraft, and pilots will pick up 18 more from Cessna’s plant in Independence, Kan., between May and August. CAP is also set to receive another 20 aircraft in the fall.

CAP aircrew members say the Garmin G-1000 technology in the Cessnas guides them to targets faster and increases safety, especially in stormy weather and rugged terrain.

“The G-1000 glass cockpit is a great enhancement,” said

CAP National Commander Maj. Gen. Antonio J. Pineda. “It provides truly integrated systems that, until recently, were only available in big jets. It reduces pilot workload and increases safety – the best of both worlds.”

Pineda recently flew on an Air Force-assigned search and rescue mission commanded by Lt. Col. Luis Garcia, the Florida Wing’s director of operations.

“The fact that I can fly an aircraft on autopilot in instrument



The Kentucky Wing’s glass cockpit-equipped Cessna 182T rests in the grass at the wing’s headquarters at Capital City Airport in Frankfort, Ky.

Photo by Capt. Kevin Fosberg, Kentucky Wing

conditions while having simultaneous visual depictions of weather, traffic and terrain data is incredible. A bad day in that airplane is like a good day in another airplane,” Garcia said.

Garcia and other aircrew mem-

On this Kentucky Wing glass cockpit display, a diagonal magenta line indicates the aircraft’s planned flight path from Capital City Airport in Frankfort, Ky., to Cincinnati/Northern Kentucky International Airport in Covington. The yellow-green color in the upper right corner signifies an increase in elevation closer to the foothills of the Appalachian Mountains.

bers say the advanced technology provides an extra pair of eyes in the airplane, because it allows them to focus on their primary mission, whether it involves searching for an emergency locator transmitter or a downed aircraft.

“On a search mission, you’ve got traffic advisories, so you might miss something with your eyes, but you’re getting an audible warning coming over your headset too,” he said.

So long steam gauges!

For Garcia and other CAP pilots like Maj. Richard Shafner of the Massachusetts Wing, gone are the

days of steam gauges, the dozens of dials that pilots had to interpret. Now Shafner, who spent a week in Independence, Kan., with fellow member Capt. Mark Jacobs picking up the wing’s new Cessna and training in it, instead sees two bright, colorful screens that give him all pertinent flight information at the touch of a button.

Shafner, who has been flying since 1959 with the steam gauges, said the learning curve on the glass cockpit is steep, but the technology is outstanding.

In fact, the sophistication paid off recently when Shafner, fellow wing pilot Lt. Col. Don Desfosse



Photo by Capt. Kevin Fosberg, Kentucky Wing

and observer Lt. Col. Ralph Shaver II were tasked by the Massachusetts Emergency Management Agency to fly a damage-assessment mission following severe flooding.

Instead of drawing their flight path on a chart, Desfosse and Shaver simply logged the locations of each dam into the GPS (global positioning system) on their glass cockpit.

Flying in a circular pattern, the database guided the aircrew precisely to each dam.

"That was a much more efficient flight for us. It probably would have taken us twice as long the old-fashioned way," he said.

Emergency services multiplier

Like Shafner, Joe Macklin, CAP-U.S. Air Force state director for Montana, agrees the glass cockpit enhances CAP's emergency services role.

But even better, Macklin, a retired Air Force lieutenant colonel and C-130 pilot, said the glass cockpit also improves homeland security cooperation with Northern Command.

"Viper or Eagle intercepts will now be depicted on your cockpit display before the fighter is within visual range of its unsuspecting target (you)," Macklin said. "And low-level flying in the mountains will be a cinch with color-coded terrain to depict 1,000-foot and 100-foot obstacles. Also, it's now virtually impossible to get lost or disoriented day or night."

No mountain too high

"Ditto," said West Virginia Wing Commander Col. Rodney Moore. The technology is an invaluable tool in West Virginia, where CAP aircrews weaving through and flying above the Appalachian Mountains use the terrain feature of the glass cockpit to help maintain adequate ground clearance. "The weather technology available with the XM Satellite Weather Service and its built-in lightning detection storm scope is irreplaceable," Moore said.

Moore specifically praised the multi-function display on the co-pilot side that includes bright, vivid screens — the same Macklin referred to — that ensures the mountains maintain their natural beauty without becoming collision sites.

"If you have the terrain (screen) on, it will show different colors for different terrain heights," Moore said.

The glass cockpits are a win-win situation for everyone involved, including, of course, Cessna, according to CEO Jack J. Pelton.

"Cessna is proud CAP selected our aircraft to help carry out their noble charter. The 182Ts will help CAP pilots fly missions for homeland security, search and rescue, disaster relief and counterdrug reconnaissance," Pelton said.

"Our country is privileged to have this organization comprised of 57,000 volunteers dedicated to serving the auxiliary of the U.S. Air Force," he said. ▲



Lt. Col. Luis Garcia



Maj. Richard Shafner



Joe Macklin



Col. Rodney Moore



Lost Boy Found

Colorado Wing Searches for Child in Countryside

By Kimberly Harper

According to Colorado Search and Rescue, every mountaineer needs 12 things: a first-aid kit, a map and compass, a pocket knife, a means to start a fire, an emergency shelter, a flashlight, emergency food, extra water, extra clothing, sunglasses and a companion.

When Evan Thompson, 8, wandered away from a campsite west of Colorado Springs, Colo., over Memorial Day weekend, he had none of these.



The area in which Evan Thompson, 8, was lost was a plateau with nearby cliffs and uneven terrain, where mountain lions, snakes and other predatory animals live.

Photo by Helen R. Richardson, *Denver Post*

Thompson is reunited with Teddi Gray, his aunt and legal guardian, after being lost in the Colorado backcountry for four days. His disappearance spawned a massive search; members of the Colorado Wing changed their holiday plans to help.

Photo by Helen R. Richardson, *Denver Post*

Members of the Colorado Wing sacrificed their holiday weekend plans to aid in the search for Thompson in what would become a massive, four-day search effort. Tired and hungry but still alive, Thompson was located after four days of wandering by members of the Vail Mountain Rescue five miles from the camp where his misadventure began.

CHANGING WEEKEND PLANS

Andrew Bussell, 19, cadet commander of the Pueblo Eagles Cadet Squadron, had planned to go camping with friends at Lake Pueblo State Park. But, when he heard about the search, he abandoned those plans, spending 16 to 20 hours over three days on his first missing person mission.

Others who joined the search included Capt. Stephen Heffler, commander of the Pueblo squadron, and his three sons — David, 13, Kyle, 16, and Ronald, 18 — all cadets in the squadron and all qualified for search and rescue missions with a ranking of Ground Team Member 3 or higher.

The Pueblo squadron team worked alongside members of the Fremont County Search and Rescue, Pikes Peak Senior Squadron and Colorado Springs Cadet Squadron on the first day, searching until midnight, when the team “crashed out on the seats of the van,” said Heffler.

The next morning, they were active again, “searching for footprints that said ‘Spider-Man’ on the heel of a shoe,” said Heffler.

According to Lt. Col. Earl Sherwin, director of wing operations and mission incident commander for the first three days, the operation required more than 4,000

From left, Capt. David Ridge, Cadet Staff Sgt. Max Markowitz, Cadet Airman 1st Class Ron Heffler, Cadet Staff Sgt. Kyle Heffler, Cadet 1st Lt. Andrew Bussell, Cadet Airman 1st Class David Heffler and Capt. Stephen Heffler were on the Pueblo Eagles Cadet Squadron team that searched the rough Colorado backwoods for Thompson.

Photo by Capt. David Ridge, Colorado Wing



man-hours by land and by air. Two aircraft flew eight sorties, including one equipped with ARCHER, which uses a sensitive hyperspectral imaging camera to seek the spectral signature of an object on the ground.

INSTINCT TO SURVIVE

Being lost in the Colorado wilderness can test the survival skills of any adult. For a frightened 8-year-old child lost in the woods, his lack of experience adds to the dangers.

Even with high-tech search equipment like ARCHER, locating a scared little boy in the rugged Colorado backcountry was difficult because Thompson had found a cave.

“He was scared and every time he would hear a helicopter, he would run and hide in a cave he had found,” said 1st Lt. Mark Young, incident commander on the last day of the mission. The child’s habit of hiding rendered the high-tech scanning equipment useless. The only way to overcome this was to saturate the area with personnel.

GREAT SIGH OF RELIEF

On the final day of the search, 14 members from three squadrons joined nearly 100 people from several organizations to help search a 10-square-mile area where Thompson was thought to be wandering.

As time wore on, concern about Thompson’s fate grew. “The situation was extremely challenging. The terrain wasn’t the smoothest, and after four days, we weren’t sure what we were going to find,” Bussell noted.

As the search wore on, Heffler made a troubling observation: “We were driving the boy further and further from the camp by yelling out to him.” After sharing this concern with the incident commander, a new strategy was devised to flush him out. The search teams, complemented by ATV teams, surrounded the boy’s general location.

The plan worked. “He popped out right into the ATV team, who offered to give him a ride,” noted Heffler.

Searchers greeted the news with joy. “When the radio message went up that he had been found, I think everybody let out a great sigh of relief,” Bussell said. ▲

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COMMUNITY SERVICE

Twisters Unleash Five-State Air and Ground Response

Whether it was hurricanes, fires or, in March and April, twisters, Civil Air Patrol members once again were in the eye of recovery efforts.

The two turbulent months sent members out in ground teams and aloft in Cessnas to search for missing residents, take damage-assessment imagery and clean up the wreckage left by tornadoes that struck Arkansas, Iowa, Missouri, Illinois and Tennessee. Members also ferried local, state and government officials to show them the full extent of the damage.

Arkansas teams meet tornadoes head-on

After a twister in northwest Arkansas ripped apart homes, businesses and schools and overturned tractor trailers, wing members demonstrated a wide range of capabilities, carrying out damage-assessment flights and deactivating emergency locator transmitters.

When the Arkansas Department of Emergency Management request-

ed the wing's assistance, a CAP aircrew took digital images of damaged areas in Marmaduke, then transmitted them by satellite phone to a Web site where emergency managers viewed them on the ground.

But before the state fully recovered, another twister struck in early April.

"It wiped out the north half of town," Arkansas Wing Capt. Joel Buckner observed while flying Greene County Judge Jesse Dollars in a CAP Cessna 182T over Marmaduke, where a single tornado caused widespread damage.

The aircrew's second passenger was Emily Taylor, public education coordinator with ADEM.

The CAP pilots flew Taylor so she could take photos of storm damage and show Arkansas Gov. Mike Huckabee the department's Geographic Information Systems capability.

She appreciated the bird's-eye view CAP provided.

"When you are in the air, you get to see the entire picture. You get to see the destruction as a whole. It

was extremely beneficial," she said.

Meanwhile, further north, CAP members in Iowa were battling their own twisters.

Iowa lieutenant governor, homeland security chief soar

The Iowa Wing also combined a ground and air response, taking aerial damage-assessment imagery, transporting two top state officials



Iowa Lt. Gov. Sally Pederson prepares to take off in a CAP Cessna 182 for an aerial survey of the tornado damage in Johnson County. Pilot Capt. Kim Kirschman is seated at Pederson's left.

Photo by Lt. Col. Nick Critelli, Iowa Wing

and assisting the American Red Cross after the wing was activated by the Iowa National Guard.

Launching at sunrise a day after tornadoes struck in Iowa City in Johnson County and surrounding areas, an aircrew took hundreds of images of the damage. The crew then sent them to the state Emergency Operations Center through a radio link in the aircraft.

As aircrew members landed, they also uploaded images for other members preparing a presentation for a state Emergency Operations Center briefing, said Maj. Doug Jansen, Iowa Wing director of public affairs.

“The CAP photo interpretation presentation was the highlight of the meeting. All of the state’s agency liaisons saw the devastation in detail with explanations of just what had happened,” Jansen said.

Meanwhile, Capt. Kim Kirschman, an Iowa Wing pilot, flew Lt. Gov. Sally Pederson and David L. Miller, administrator of the Iowa Homeland Security and



Photo by Capt. Tony Belto, Missouri Wing

Emergency Management Division, on flights between Ankeny and Iowa City.

As aircrews combed the skies above Iowa, ground teams aided relief efforts.

Both the East Iowa Cadet Squadron, based in Cedar Rapids, and the Fort Zumwalt Falcon Cadet Squadron of Missouri, which is associated with the North Central Region, staffed shelters when the American Red Cross sought assistance. The Missouri cadets also ran a shelter for tornado evacuees established at the University of Iowa, where they worked an entire overnight shift.

A state away, other Missouri Wing members found themselves in the middle of ground relief efforts that, while tragic, exemplified an outstanding grassroots effort.

Missouri squadron earns victims’ appreciation

As the dust and debris began to settle, more than a half-dozen CAP volunteers sifted through wreckage to help residents whose homes were

Missouri wing cadets Lucas Eggenberger and Zachery Bartlett sort through debris during cleanup of a home in Bates County, Mo., that was completely destroyed by a tornado.

left in heaps of splinters.

Cadets and senior members wearing green battle dress uniforms and carrying huge, bright yellow garbage bags worked among trash, clothing, downed trees and power poles.

Their efforts did not go unnoticed, especially by residents in the area, said Cass County Composite Squadron Commander Capt. Tony Belto.

“We are thankful for the help of friends and the Cass County Civil Air Patrol members,” Belto said, recalling the words of a victim who had lost his home, but was thankful to be alive.

Tornadoes also slammed CAP facilities.

In fact, Missouri Wing Commander Col. Sean Fagan said the entire roof of the wing headquarters at Whiteman Air Force Base was blown off by storms.

In addition, winds completely



Photo by Col. Gene Kellogg, Iowa Wing

Imagery from an Iowa CAP Cessna 182 illustrates the force of the tornado that hit Iowa City. Here, the roof of a car dealership’s service department was torn off.

destroyed the building the Gateway Senior Squadron at Spirit of St. Louis Airport was using as a temporary headquarters.

Luckily, the building was mostly empty, as files and furniture had already been moved to another building at the airport.

Illinois residents weren't so lucky when twisters shook their inhabited and furnished homes. But CAP members there also put their personal lives on hold to help.

Illinois ground crews reach out to community

When two tornadoes swept through Springfield in March, the American Red Cross asked CAP's National Operations Center for volunteers to assess the damage to homes.

Members of the Springfield, Jacksonville, Champaign and Peoria Composite squadrons took on a two-day mission led by Mission Commander Lt. Col. J. Fred Herschelman, who also commands the Illinois State Legislative Squadron.

The CAP volunteers entered neighborhoods and compiled information on types of homes and the damage each incurred. The Red Cross used the information to determine which families needed additional assistance.

Three weeks later, when another tornado hit Springfield, the Red Cross again requested CAP's assistance.

Cadet Jim Godar of the Springfield Composite Squadron worked

among the rubble in his hometown to inspect about 400 homes, along with 2nd Lt. John Grimsley.

A senior airman in the Air Force Reserve, Godar found it difficult to see much of the town obliterated, but he knew the job had to be done.



Photo by 1st Lt. Scott Moore, Tennessee Wing

Members of the Tennessee Wing were tasked by the Tennessee Emergency Management Agency to take aerial images, like the one above, showing homes destroyed by tornadoes in Gallatin.

"It felt good to at least do something to help out," he said.

His efforts and those of his peers did not go unnoticed. "The Red Cross was pleased with our response, and I expect them to call on us a lot more, and not just locally," Herschelman said.

Tennessee right on time with twister response

In Tennessee, where wing commander Col. Jim Rushing said the wing already had dozens of members assembled for a homeland security exercise, the timing was perfect.

"In fact, I was standing there beside our agency liaison in the

metro Nashville EOC (emergency operations center) when we received notification we were moving from the exercise into an actual emergency," he said.

The wing responded in a myriad of ways.

Aircrews took satellite-transmitted digital images approved by Air Force National Security Emergency Preparedness. They also ferried a television station cameraman on a media flight.

Meanwhile, ground teams searched for three missing people in Gallatin at the request of Tennessee officials and drove victims to Red Cross shelters for aid.

Rushing said although it was difficult to see members of the state suffer, he was extremely proud of the diversity of CAP's response and the professionalism of wing members.

"Not only were the members prepared to play a vital role in the homeland security exercise, but they also showed their flexibility and ability to quickly switch gears to assist state residents following the tornado strikes," he said. ▲

Arkansas Wing Public Affairs Officer Maj. Blake Sasse, Illinois State Legislative Squadron Commander Lt. Col. Fred Herschelman, Cass County Composite Squadron Commander Capt. Tony Belto (Missouri) and Iowa Wing Public Affairs Officer Maj. Doug Jansen contributed to this story.

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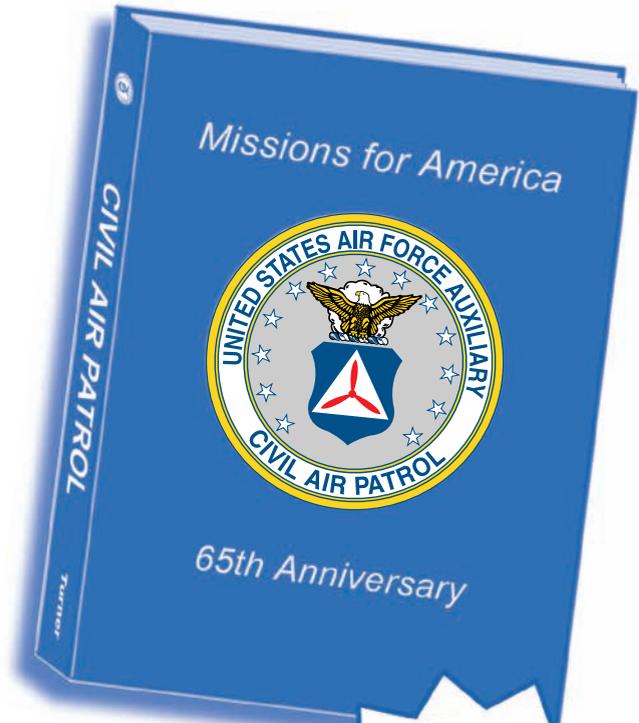
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Flash Floods

North Dakota Wing Documents Deluge

“The wide views were probably the most impressive, and I hope they conveyed to the emergency managers what kind of water was headed their way.”

—2nd Lt. John Stadter, North Dakota Wing

North Dakota Wing pilots Maj. Jay Manley, commander of the Red River Valley Senior Squadron, and Maj. John Steiner, wing emergency services officer, recently commanded flights in CAP glass cockpit-equipped Cessna 182s at the request of the state’s Division of Emergency Services to assess flood severity and damage.

Maj. William Kay, North Dakota Wing director of operations, said the two pilots flew more than 3 1/2 hours apiece, while 2nd Lt. John Stadter, Red River Valley Senior Squadron emergency services officer, took aerial photographs.

In addition, wing pilots ferried state and county water commissioners from Bismarck to Pembina to conduct water surveys, then flew

them back to Bismarck.

“We took probably somewhere in the neighborhood of 60-100 shots (images),” Kay said.

Stadter used satellite-transmitted digital imaging technology to imme-



Maj. John Steiner

agency could almost instantly see the extent of flooding in several areas and assess roadway conditions.



Mission pilot Maj. Jay Manley, left, and observer/photographer 2nd Lt. John Stadter stand near the glass cockpit-equipped Cessna 182 they flew on an aerial reconnaissance mission in North Dakota.

diately send pictures by e-mail to county emergency managers.

With Stadter’s imagery, the

“I tried to get pictures of some of the larger areas of water that would be flowing toward both the Red River and the Pembina River,” said Stadter.

The CAP member’s aerial images were both a great aid to emergency managers and very artistic natural shots in themselves. They included an image of a tiny square of land that became a lone island amid miles of floodwaters.

“The wide views were probably the most impressive, and I hope they conveyed to the emergency managers what kind of water was headed their way,” Stadter said. ▲



Flooding in North Dakota fields leaves just a tiny island of land and lines of trees visible in this photograph taken by a North Dakota wing aircrew.

Photo by 2nd Lt. John Stadter, North Dakota Wing

Powwow Pays Off New Hampshire Wing Flies First SDIS Mission

When heavy rains struck the state and flooding of several rivers and coastal areas ensued, New Hampshire Gov. John Lynch requested the State Bureau of Emergency Management task CAP to photograph damaged areas using its cutting-edge satellite-transmitted digital imaging technology.

“I, along with Lt. Cols. Ray Lyon and Don Davidson, had briefed Governor Lynch on our capabilities,” said New Hampshire Wing Commander Col. Margie Sambold. “He had faith in us and called on us to show first-hand how SDIS could benefit the state.”

Davidson commanded a three-hour CAP Cessna 182T flight in which he, observer Maj. Kenneth Perry and SDIS operator Lt. Col. George Guild “took and transmitted 151 images of flooded areas and transmitted about two dozen photos in near real-time,” said Maj. Penny Hardy, wing public affairs officer.

The crew’s imagery included the raging Pemigewasset River in Bristol, N.H., and the overflowing Exeter River in southeast New Hampshire.

This view of the Exeter River flooding in Southeast New Hampshire is one of 151 images a Civil Air Patrol aircrew photographed on the wing’s first-ever SDIS mission, following a request for assistance from the New Hampshire Bureau of Emergency Management.

Perhaps with the Pemigewasset in mind, Hardy noted the airborne photography of the SDIS mission provided a much safer analysis of the tor-

rents.

Still, she said, swiftness was the real lure of SDIS.

“The speed in which the images are transmitted with the SDIS system allows for almost immediate response to any disaster,” she said.

While Sambold said the mission “has opened the door for the wing to assist in future emergencies,” wing members displayed a characteristic humbleness about the accomplishment.

“The mission was relatively routine. We saw an opportunity to demonstrate the SDIS system to various state agencies and we took it,” Guild said. ▲

—Maj. Penny Hardy, New Hampshire Wing public affairs officer, contributed to this story.



A New Hampshire Wing aircrew photographed flooding of the Pemigewasset River in Bristol in central New Hampshire during a three-hour SDIS mission.

Photos by Maj. Ken Perry, New Hampshire Wing



IN THE WINNER'S CIRCLE



Capt. Wallace Wittkoff, left, and 1st Lt. Robert Patterson prepare for the Derby mission.

First ever Kentucky Derby Mission

By Janet Adams

Photo by Maj. Greg Bell, Kentucky Wing

Springtime in Kentucky. Azaleas in full bloom spread like ruffled petticoats on swaths of manicured lawns. And in stables across the country, muscular 3-year-old thoroughbreds are brushed and polished, fittingly groomed for the opening of the yearly horse-racing season at Churchill Downs and Kentucky Oaks. A tradition since 1875, the Derby calls for the finest in horseflesh and in society to gather on the first Saturday in May for a day of socializing and betting, culminating in the final race of the day known as “The Most Exciting Two Minutes in Sports”: A race of one and one-quarter miles that will earn a horse and its jockey and owner(s) a coveted place in Derby history.

Increasingly over the past decade, it has been the traffic snarls in the streets and byways surrounding Churchill Downs that have gained nearly as much notoriety as the Derby. This year the Louisville Metro Police,

the Louisville Metropolitan Government Emergency Services and the Kentucky National Guard decided an eye in the sky would be a great ally. And not just any “eye” would do. It would have to have the capability to capture digital photos of 10 significant highway intersections and transmit them simultaneously to the Emergency Ops Center at Churchill Downs, to the Metro Police and to the plane’s ground control unit as well. And not just once, but every two hours throughout the day.

To complicate matters, the aircrews would have to navigate the airspace of Louisville International Airport situated near Churchill Downs, which is just west of the departure end of runway 35L. The crews also had to keep away from aircraft banner-towing operations, dodge a blimp on an erratic route in the airspace above the Downs and fly at a nearly impossible right angle to



Photo by 1st Lt. Robert Patterson, Kentucky Wing

The pilots overcame numerous challenges, including flying at a nearly impossible right angle, to get the Churchill Downs images.



Photo by Maj. Greg Bell, Kentucky Wing

Wittkoff plugs the latitudes and longitudes of the 10 targets into the Garmin G-1000 to ensure the proper targets are located and photographed.

capture the required images. Since CAP had worked with the Kentucky National Guard in other situations, the Guard, aware of CAP's cutting-edge satellite-transmitted digital imaging system capabilities, decided to request CAP assistance.

The mission was assigned to CAP's Kentucky Wing, which was assisted by the Indiana Wing. Aircraft chosen for the mission were two Kentucky Wing SDIS-equipped Cessna 182Ts, one of which was the new C-182T with the Garmin G-1000 glass cockpit.

May 5 and 6 were hectic days for the five different aircrews participating from Mission Base at the Bowman Senior Squadron facilities on Bowman Field. They were particularly intense days, considering the tight reporting times. Twelve sorties for a total of 9.9 flight hours were flown every two hours. The timely transmission of updated photographs of the 10 key intersections in and

around Churchill Downs was crucial to controlling traffic patterns on the ground. The photos were first transmitted to the Web Mission Information Reporting System at CAP National Headquarters, with instantaneous transmission to the Emergency Ops Center at Churchill Downs. Incident Commander Maj. Larry Herzog and Air Operations Branch Director Lt. Col. Stan Mullen, both of the Kentucky Wing, helped ensure the mission went smoothly.

Considering the race was attended by 157,536 fans — the second largest crowd in Derby history — the Kentucky Wing was squarely in the Winner's Circle with its first, and highly successful, Kentucky Derby mission. ▲

Maj. Greg Bell, public affairs officer; Capt. Russ Hensley, commander; and 2nd Lt. Nathan Hoskin, press officer, all of the Kentucky Wing, contributed to this story.

Commander in Chief Greets Maryland Wing Members

President George W. Bush greeted Maryland Wing members after speaking about education initiatives at the Parkland Magnet School for Aerospace Technology in Rockville, Md. The president also toured the school, where Maryland Wing members helped develop the curriculum.

"Thank you for encouraging your children to aim high," said the president, who was accompanied by U.S. Secretary of Education Margaret Spellings.

After noticing CAP cadets in the room, Bush asked a member of his staff to take his picture with them. He then shook hands with the CAP members in attendance.

Lt. Col. John Knowles of Ashton, Md., vice commander of the wing and then commander of the wing's Group 1, was invited to hear the speech along with three cadets from the wing's Bethesda-Chevy Chase Composite Squadron. They had been working with students and teachers at Parkland in a program co-sponsored by Group 1 and the squadron.

Parkland is one of three middle school magnet programs in Montgomery County funded by a \$7.2 million federal grant. The school's advanced science and math classes attract students from across the county.

"We were presented with a unique opportunity when the school system announced it would be developing an aerospace magnet middle school," Knowles said. "Correspondence briefings and meetings began over 18 months ago to try and develop ties to Parkland by providing assistance with their curriculum development and setting up a partnership for some of the

students to participate in the CAP cadet program."

As a result of the partnership, about 30 staff members signed up as CAP aerospace education members, 11 of whom have been taken on orientation flights.

Parkland is sponsoring a school program for cadets — a first for a middle school in the Maryland Wing — as a step toward establishing a squadron.

The three cadets from the squadron who accompanied Knowles — Cadet Sr. Master Sgt. Rachel Knowles, Cadet 2nd Lt. Sascha Maraj and Cadet 2nd Lt. Colleen Vineer — received a Commander's Commendation for their work at Parkland.

"Every week for the past six months they taught leadership, aerospace and drill to the 21 students who signed up for the CAP after-school program," Knowles said. "This is completely separate from their squadron duties. Without their participation in these activities, the Maryland Wing's efforts to start a middle school squadron would not have been realized." ▲



President George W. Bush poses for an impromptu photo with, from left, cadets Sascha Maraj and Colleen Vineer, Lt. Col. John Knowles, cadet Rachel Knowles and Capt. Steven Solomon, all members of the Maryland Wing.

ARCHER's New Frontier



Unprecedented Flights Record Hazardous Materials



An ARCHER aircrew flies above Jefferson City, Mo., in a Civil Air Patrol Gipsyland GA8 Airvan while searching for hazardous materials on the ground using CAP's state-of-the-art hyperspectral imaging technology. The Missouri State Capitol can be seen in the background.

Photo by Maj. Edward Mueth, Missouri Wing

Civil Air Patrol, asbestos and mine refuse.

The idea that CAP's name might be found in any sentence involving pollution hardly seems possible or positive.

But that changed when an ARCHER aircrew launched recently in a CAP Gipsyland GA8 Airvan from Jefferson City Memorial Airport in Missouri.

In fact, when the Missouri Department of Natural Resources requested CAP's assistance to monitor and track hazardous material

sites, the Missouri Wing became the first ever to use CAP's state-of-the-art hyperspectral imaging platform for this type of data collection.

The request for CAP's airborne real-time cueing hyperspectral enhanced reconnaissance technology did not surprise Col. Drew Alexa, director of CAP's Advanced Technologies Group.

Alexa said when ARCHER was created it was primarily intended as "a better set of eyeballs" for search and rescue, but since then word of its versatility has spread rapidly.

"This is a mission we had not antic-

ipated doing with ARCHER, but because of the system's hyperspectral imaging capabilities, we gave it a shot. The essence of the mission was to look for possible hazardous waste sites, and the initial findings are very encouraging," he said.

Alexa, of Colorado, joined several other CAP members from across the nation in Missouri for the mission.

Lt. Col. (Dr.) John Kershenstein, also from the Advanced Technology Group, came from Virginia, ARCHER operators Maj. Dan Morgan and 1st Lt. Rocky Long traveled from New Mexico and Florida

"This is a mission we had not anticipated doing with ARCHER, but because of the system's hyperspectral imaging capabilities, we gave it a shot. The essence of the mission was to look for possibly hazardous waste sites, and the initial findings are very encouraging."

— Col. Drew Alexa, director, CAP Advanced Technologies Group

respectively, and pilots Lt. Col. Pete Kalisky and Col. Gene Hartman made the trip from Alabama and Virginia.

In Missouri, the group teamed up with wing members Lt. Col. Gene Rugh and Maj. Edward Mueth, who provided local support, and representatives from the Department of Natural Resources, the Missouri Resource Assessment Program and the University of Missouri in Jefferson City.

Long, elated to be part of the mission, flew with the ARCHER aircrew on three flights during which the crew overflew nearly two dozen hazardous material sites across Missouri. One flight took the crew above an asbestos plant that had exploded and spread asbestos fibers across a stretch of land. State

environmental officials hoped ARCHER could pinpoint the pollution. “They believed they could use the hyperspectral information to look at the reflectivity differences and get a good idea where the plume had settled,” Long said.

On another mission, the crew flew above lead mines and attempted to gather hyperspectral data on mine waste. “The thought was that you might be able to see differences in soil color, as well as differences in the health of vegetation. They were hoping that in some areas they could look at the vegetation and, by its color, know where pollution occurred,” Long said.

When the flights landed back in Jefferson City, Kershenstein played back the hyperspectral information on a computer at the Missouri Army

National Guard facility for state officials to analyze. Kershenstein said he and Alexa also trained the state environmental specialists in converting CAP’s data to a remote sensing program for ground soil contamination testing.

Mueth, the Missouri Wing’s Group II commander, said the wing is very optimistic that interactions with state agencies will increase in the future.

“It will take some time for the DNR to analyze the data and determine if it will meet their expectations. If it does, they have indicated they will request a number of ARCHER missions in the near future, and they are confident other state agencies will also be very interested in the program,” Mueth said. ▲

Missouri Wing members Maj. Edward Mueth and Capt. (Dr.) David A. Miller contributed to this story.



Col. Gene Hartman, Middle East Region, left, and 1st Lt. Rocky Long, Florida Wing, prepare for one of three sorties flown at the request of the Missouri Department of Natural Resources. The department is assessing ARCHER’s ability to provide data that can be used to monitor and track hazardous materials.



Lt. Col. John Kershenstein, at computer, shows ARCHER data from one of CAP’s hazardous material flights to Nick Cabone of the Missouri Department of Natural Resources, far left, as Maj. Dan Morgan, one of two ARCHER operators on the flight, and Col. Drew Alexa look on. Alexa is director of the CAP Advanced Technologies Group and ARCHER program manager.



Students attending The National Conference on Aviation and Space Education in Atlanta in 2004 stand around A. Scott Crossfield. CAP members especially remember the impact he made on hundreds of teachers and thousands, perhaps millions, of students through the years. In this special edition dedicated to Crossfield, CAP pays tribute to his profound contributions to aerospace education and his boundless commitment to aerospace education teachers.

A. Scott Crossfield

CAP, aerospace education supporter and friend



Aviation historians consider him the first astronaut. NASA remembers him as a pioneer who “helped pave the way for the space shuttle.”

Still most remember him as an aviation legend who became the first person to fly Mach 2 at more than 1,320 mph on Nov. 20, 1953. In CAP he is remembered for his aerospace legacy. And yet those who knew him say there was infinitely so much more to the man.

A. Scott Crossfield passed away when his Cessna 210 crashed in Georgia on April 19, 2006, but his impact and legacy are seen daily every time a jet fighter soars above and a shuttle launches into space.

Crossfield, who logged 100 rocket flights in the 1950s, making him the single most experienced rocket pilot of that time, was a rare aviator whose name not only dots record books, but is held in high esteem by teachers throughout the country.

These teachers have passed on Crossfield’s legacy and vision for the future to millions of school children.

Members of New Hampshire Wing's Seacoast Composite Squadron are shown with A. Scott Crossfield at NCASE 2002.



Photo by Capt. Nic Goupil, New Hampshire Wing

To honor them, Crossfield initiated the A. Scott Crossfield Teacher of the Year Award, annually presented at the National Conference on Aviation and Space Education, sponsored by CAP since 1967.

Since 1986, Crossfield religiously supported the event as a participant and guest speaker. He personally honored the first teacher with this prestigious award in 1986.

Judy Rice, chief of outreach at CAP National Headquarters and NCASE director, was a Crossfield friend and colleague. A fellow pilot, Rice was the last person with Crossfield before his final flight.

“He was an incredible man. He loved people, and he was very patient, very gracious and very classy. Scott

really understood the value of a classroom teacher,” Rice said.

“When Scott was a boy, he had a teacher tell him how smart he was and help him understand what engineering was, and Scott never forgot that,” she said. “Scott knows how a teacher can make a difference — all the difference in the world — to a

A. Scott Crossfield poses for a photo with Judy Rice, chief of outreach at Civil Air Patrol National Headquarters, just before he took off on his final flight in his Cessna 210A on April 19.



Photo by Mary Anne Thompson, Middle East Region

kid. That's why Scott was so dedicated to NCASE and why he created the A. Scott Crossfield Teacher of the Year Award. He was as passionate about his teachers as he was about flying," she said.

LOVE IS TIME

That passion for teachers evidenced itself in the time Crossfield spent with educators. Crossfield's giving is etched in the memory of Susan Mallett, the 1992 Crossfield award winner.

"(At NCASE), Scott Crossfield would sit for hours and hours and hours until the last teacher or student would come through to get his autograph, because he knew they would go back to share it with their students," Mallett said.

"He was always available for photographs, because he knew we were going back to share the story and the message of a good education and what that brings in life to young people," she said.

Mallett, the principal of Head Elementary School in Montgomery, Ala., knows how desperately children need positive role models, and she fondly recalls how Crossfield spent time with some of her students.

"Several of my children through the years have been able to fly with him through the Young Eagles program, and he made those kids feel like they were going to reach the stars and that this was the most wonderful adventure they would ever have in life. I can't even express what a beautiful man he was," Mallett said. "All we Crossfield Teachers of the Year felt like he was a great hero, and we were honored to be part of his group."

Honors

- ★ Upon his retirement, NASA administrator Daniel S. Goldin awarded him the NASA Distinguished Public Service Medal in 1993 for his contributions to aeronautics and aviation over a period spanning half a century.
- ★ Received the Collier Trophy in 1961 from the National Aeronautic Association, presented by President John F. Kennedy at the White House in 1962.
- ★ Received the 1960 International Clifford B. Harmon Trophy, also presented by President Kennedy at the White House.
- ★ Co-founded the Society of Experimental Test Pilots in 1955.

Source: NASA



Photo courtesy of the Wright Experience / Paul Glenshaw

Crossfield, technical adviser for the Countdown to Kitty Hawk project, prepares the Wright Flyer replica for launch as Kevin Kochersberger looks on.

Crossfield, left, in his role as a North American Aviation test pilot, delivers X-15 No. 2 in February 1961. Next to him is Air Force pilot Robert M. White and Neil Armstrong, then a NASA research pilot.



Crossfield, reporting the good news to NACA High Speed Flight Station Director Walt Williams, makes aerospace history in 1953, becoming the first person to fly at twice the speed of sound in the D-558-II Skyrocket.



Photo courtesy of NASA

Crossfield with his D-558-II Skyrocket after the record-breaking flight in 1953. Crossfield dropped clear of a P2B-1S (the Navy designation of the B-29) "mother ship" at 32,000 feet and climbed to 72,000 feet before diving to 62,000 feet and becoming the first pilot to exceed Mach 2 (more than 1,320 mph).



Photo courtesy of NASA

A. Scott Crossfield

June 1950: Joins the National Advisory Committee for Aeronautics (NACA) — predecessor of the National Aeronautics and Space Administration (NASA) at its High Speed Flight Research Station, Edwards, Calif., as a research pilot.

1950-1955: Flies the X-1, X-4, X-5, XF-92A and D-558-I and -II aircraft, accumulating 87 rocket flights in the X-1 and D-558-II aircraft, plus 12 flights in the latter aircraft employing only jet power.

November 20, 1953: Makes aeronautical history when he reaches the aviation milestone of Mach 2 (twice the speed of sound) or more than 1,320 miles per hour in the D-558-II Skyrocket.

1955: Leaves NACA to work for North American Aviation, the firm just awarded a contract to design and build the X-15 rocket-powered airplane; serves as both pilot and design consultant for the revolutionary new aircraft.

1959: Guides the rocket-powered X-15 on its first free flight and subsequently qualifies the first two X-15s for flight before North American Aviation turned them over to NASA and the U.S. Air Force. Crossfield flew the X-15 a total of 14 times (not counting 16 captive flights), reaching a maximum speed of Mach 2.97 (1,960 mph) and a maximum altitude of 88,116 feet.



Photo courtesy of NASA

Crossfield stands beside the North American X-15 rocket-powered research airplane. He served as project pilot and design consultant for the aircraft, which he piloted during its first free flight in 1959. He completed 16 captive carry flights (mated to the B-52 launch aircraft), one glide and 13 powered flights in the X-15, reaching a maximum speed of Mach 2.97 (1,960 mph) and a maximum altitude of 88,116 feet.

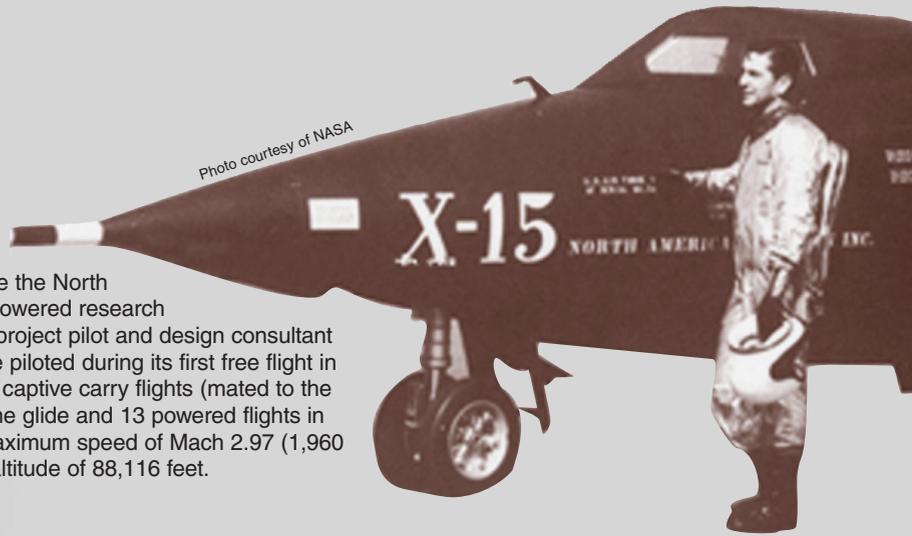


Photo courtesy of NASA



Photo courtesy of NASA

Crossfield mans the towline pulling the training glider for the Countdown to Kitty Hawk project.



Timeline 1921-2006

1960s: Serves for five years as system director responsible for systems test, reliability engineering and quality assurance for North American Aviation on the WS 131 Hound Dog missile, paraglider, Apollo command and service module and the Saturn II booster.

1966-67: Serves as technical director of research engineering and tests at North American Aviation.

1967-1973: Assumes position as an executive for Eastern Airlines; helps company develop its technological applications, new aircraft specifications and flight research programs.

1974-1975: Serves as senior vice president for Hawker Siddeley Aviation, setting up its U.S. subsidiary for design, support and marketing of the HS-146 transport in North America.

1977-1993: Serves as technical consultant to the House Committee on Science and Technology, advising committee members on matters relating to civil aviation.

2002-2003: Becomes technical adviser for the Countdown to Kitty Hawk project; an exact reproduction of the 1903 Wright Flyer, as well as several of the Wright brothers' earlier gliders, were successfully built and flown.

NASA Administrator Michael Griffin

"Scott Crossfield was a true pioneer whose daring X-15 flights helped pave the way for the space shuttle. NASA remembers Scott not only as one of the greatest pilots who ever flew, but also as an expert aeronautical engineer, aerodynamicist and designer who made significant contributions to the design and development of the X-15 research aircraft and to systems testing, reliability engineering and quality assurance for the Apollo command and service modules and the second stage of Saturn V. Today, those of us in the aeronautics and space communities extend our condolences and deepest sympathies to Scott's family."



Barbara Koscak

'THE HONOR IS MINE'

Crossfield, though, didn't see himself as a hero. The 1990 Crossfield award winner, Barbara Koscak, learned this when they met at NCASE.

"When he arrived, I was just so excited, and I ran up to him. I said, 'Hi, I'm Barb Koscak. Oh my gosh, you are my hero,'" Koscak recalls. He said, 'You're here attending the conference? Oh, what do you do?' and I said, 'I'm a second-grade teacher.'

"He took my hand and he put both of his hands around my hand and he said, 'Barbara, the honor is mine.' I went, 'What?' He said, 'Barbara, you teach children, and that to me is the greatest profession. I am honored to meet you.'

"I will never forget that moment, how humble he was and just the respect he gave so many, many people," she said.

A. Scott Crossfield Award winners, from left, Susan Mallett (1992), Barbara Walters-Phillips (1994), Judy Dominguez (1999), Iris Harris (1987), Crystal Bloemen (2002), Ben Millspaugh (1989), Edith Street (2004), Kaye Ebelt (2003), Dianne Martin (2000) and Cheryl Cotton (1997) surround Crossfield at NCASE 2004 in Atlanta.





Scott Crossfield signs copies of his book "Onward and Upward" at NCASE 2003 in Cincinnati.



Tom Sabatino

Tom Sabatino, the 1996 Crossfield award winner, to this day is struck by Crossfield's personality.

"He was a man who had been on the edge of aerospace research and a leader in that community in a number of different fields, from test pilot to his work with North American and the work he did on the command module for North American

on a consultant basis, but you could talk with the guy," Sabatino said.

"He was just so pleasant, so down to earth. He didn't let his ego get in the way of communicating with people. I really enjoyed that with Scott," he said.

FRIEND TO ALL

Crossfield's annual reward to teachers included cash, induction into the National Conference Crown Circle for Aerospace Leadership and support to attend conferences.

Still, Crossfield left all the award winners with an even greater gratefulness for his friendship. "Crossfield's Kids," as they came to be called, gained a friend and mentor when they became winners.

1994 Crossfield award winner Barbara Walters-Phillips visited with Crossfield several times at air shows during the year and said Crossfield remained in e-mail contact with her.

"He's such an incredible person. He accomplished so much and was always so humble, and I admired that in him from the very first time I met him," Walters-Phillips said.

"I remember coming back from conferences and saying, 'You know,

Experimental Aircraft Association President Tom Poberezny

"Scott certainly earned his place of honor among the greatest pilots in aviation history. We were proud to have him as an EAA member. He was an active participant in EAA activities and programs from EAA AirVenture Oshkosh to the Countdown to Kitty Hawk program in 2003.

"We were also very proud and humbled by Scott's expressions of respect toward EAA and its members through the years. We are, of course, devastated by this loss and will miss him very much.

"Scott's legacy transcends the aviation records he set. He was known in the halls of Congress, by the giants of aviation industry and by the military and test pilot communities. His impact stretched to all segments of aviation and is a testament to the respect he had earned."



*Neil Armstrong,
Former Dryden research
pilot and NASA
astronaut*

"Scott devoted more than six decades trying to move the aerospace world ever forward. He was successful in that quest many times. He will be missed and well remembered."

*Dryden Center
Director
Kevin Petersen*

“Scott Crossfield was a true pioneer of flight; his contributions led to many discoveries furthering the nation’s aeronautical technology.”

he is so brilliant and so interesting and so much fun to be with and at the same time he is so very humble, and if you want to have a role model, that’s a role model, to be that kind of a person, just so caring, and he would take so much time with everyone, so much time, and he was always so willing to do that,” she said.

MONEY NO MATTER

Crossfield also let no dollar figure deter his attempts to advance CAP and aerospace education. Perhaps no Crossfield award winner knows this better than 1989 winner Ben Millspaugh. He used his cash prize as a down payment on a Fisher Classic biplane and in the fall of 1989, the 400-pound kit arrived at Littleton High School where he taught.

Millspaugh said in the spring of 1990, when the airplane was in the final stages of completion, Crossfield flew from his home in Virginia all the way to Colorado to meet the students, see the aircraft and help raise funds to trailer the biplane to Oshkosh for the Experimental Aircraft Association’s AirVenture. Millspaugh said Crossfield gave a speech and helped raise over \$2,000 to offset the cost of airfare and billeting of eight students who helped build the airplane.

Several years later, Millspaugh said he was working for CAP as a regional director of aerospace education when he invited Crossfield to be the guest speaker at an aerospace education symposium held on the campus of the U.S. Air Force Academy. “Again, without any charges, Scott flew his personal Cessna 210 to Colorado to meet and greet the 250 teachers who attended the event,” said Millspaugh, who vividly recalls exchanging phone calls with Crossfield and joining him for lunch at NCASE to talk airplanes, high-speed flight characteristics of different aircraft and America’s role in the future of aerospace technology.

“This great man has touched the future of so many and his spirit will be in every space flight America takes toward conquering the universe. I will miss him as a very dear friend and mentor,” Millspaugh said



Patricia Johnson

TEACHERS TOPS

For Crossfield, it all came down to teachers, from the beginning of his life to the long line of Crossfield award winners he saluted.

For these educators like Patricia Johnson of Montana, the 1988 Crossfield award winner, there was not a better highlight of their career than to stand next to Crossfield at NCASE as he lauded their work, explaining why they, among thousands of other teachers across the country deserved the honor.

Johnson said she always will appreciate that even though the biggest names in aviation attended NCASE, Crossfield never thought of himself in that way.

“Among many with superlative military accomplishments at the National Congress on Space and Aviation Education, Scott Crossfield was unimpressed by his past achievements and honors and was very interested in the successes of others — particularly those of teachers,” Johnson said. ▲

Philanthropy Abounds in CAP

Civil Air Patrol extends sincere appreciation to the following people and organizations for their generous support.

More than \$22,000 was raised to help CAP members who were victims of the 2005 hurricanes. In all, 12 CAP members were awarded checks by the Hurricane Relief Committee composed of Col. Tom Todd, Southwest Region commander; Col. Charles Sharp, CAP Chaplain Service chief; and Col. Matt Sharkey, former Southeast Region commander.

The hurricane relief fund will remain open and has been renamed the "CAP Disaster Relief Fund." CAP will continue to accept donations for this fund to provide monetary assistance to future victims of natural disasters.

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1st Lt. Don Benoit

Richard Brobst

Maj. William Carlson

Maj. Edward Cassella

Ryan Clark

Cory Collier

Chris Comly

Consistent Computer Bargains

1st Lt. Christopher Crann

1st Lt. Kathleen Dawson

Capt. and 2nd Lt. Leon and
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Capt. Scott Fortney

2nd Lt. John Franceschi

Bob Gallop

Capt. Sharon Garcia

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Cadet Chris Hackett

Kristine Harger

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1st Lt. Robert Heideman

Hillsborough One Senior Squadron
Valrico, Fla.

Merrill Holbrook

Kath Holcombe

1st Lt. Robert Jarvey

Maj. Bobby Johnson

Cadet Amanda Kalish

Col. Norman Kholos

Maj. Al King

King International

Anthony Kirk

1st Lt. Geoffrey Knauth

Phil Lesch

Lt. Col. Judy Licht

1st Lt. Brian Malone

1st Lt. and Ms. Greg and
Linda Maloney

Maj. Daniel Mefford

Capt. Terrye Mitenko

Maj. James Moen

Col. Joy Nelson

Cadet Andrew Paszko

Joseph Pate

Maj. Pamela Paulin

Capt. Allan Pearlstein

Sandra Perrenot

Christy Nichols Quinn

Mark Richardson

Jeff Ross

Capt. Daniel Rung

Col. Mitchell Sammons

Col. Matt Sharkey

Show Low Composite Squadron
Concho, Ariz.

Nikole Smith

1st Lt. Anthony Smithmeyer

2nd Lt. Mark Swanson

Jesse Trepiaik

Maj. David Turnmire

1st Lt. Michael Turoff

Capt. Mariano Va

Cindy Walker

Geraldine Walterman

Col. Fredric Weiss

Capt. Sue Willey

Charles Wolfers

Yingling Aircraft Inc.

Danish Home Guard Visits CAP

The “very comprehensive briefing and open discussions gave me some very good ideas on how to establish a new flying wing in the Air Force Home Guard in Denmark.”

— Col. Sven Falkboll

*By Col. John Swain
CAP Congressional Squadron
Deputy Commander*

Their visit to the Civil Air Patrol Congressional Squadron ended quietly one recent afternoon with the presentation of a plaque. It depicted three bonfires and the Latin words “Ne quis domi.” Our visitors explained that, in times long past, the fires were a signal for all men of the house to come to the aid of their country. In that moment, we all shared a sense of history for a country that stretched not just decades, but many centuries. That country was the Kingdom of Denmark, once home of the Vikings, and the visitors were from the Danish Home Guard.

Col. Sven Falkboll, inspector (commander) of the Danish Air Force Home Guard, and Maj. Klaus Halsted, second in command, Home Guard National Headquarters' Command Policy and Strategy Branch, both experienced Danish Air Force officers assigned to duty in the Home Guard, traveled to Washington, D.C., recently to meet with Air National Guard Headquarters officials and members of the Civil Air Patrol to explore potential new missions and aircraft technologies, as well as organizational and personnel structures.

To help them understand CAP's missions and capabilities, a static display was set up on the Congressional Squadron flight line, which included a Gippsland GA8 Airvan and a Cessna 182 Skylane equipped with a satellite-transmitted digital imaging system. Briefings on the aircraft and a wide-range of national, state and local

missions were conducted by Lt. Col. J.C. Hyde, squadron operations officer; Lt. Col. Randy Cohen, emergency services officer; Col. Gene Hartman, Middle East Region director of homeland security; and John Swain, squadron deputy commander.

Highlights in CAP's 64-year history were also discussed, with emphasis on the organization's evolving role in homeland security and the development of new, low-cost technologies, such as SDIS and hyperspectral imaging.

Of particular interest was CAP's use of light aircraft for communications relay purposes, the possibility of using hyperspectral imaging to support environmental protection, the situational awareness inherent in the glass cockpit-equipped Skylane and the ability of the Airvan to fly a wide range of inexpensive missions, including cargo and medical evacuation. Organizational infrastructure and training were also topics of high interest.

“The list of areas of common interest is long, and it is my hope that this initial contact between our organizations can continue with future information exchange and contacts,” said Falkboll.

The all-volunteer Danish Home Guard was formed at the end of World War II. Unlike CAP, it is equipped and trained for limited combat roles and there are Army, Navy and Air Force branches. Interestingly, both CAP and the Home Guard are about the same size.

The Air Force Home Guard was established in 1953, but had its beginning in the civilian Ground Observer Corps in 1934. During the Cold War it played a significant role in supporting Air Force operations by training volunteers to spot enemy aircraft, protecting air bases and assisting with emergency operations such as natural disasters. Today, while its overall mission is still to reinforce the Air Force, it is taking on

a larger homeland security role and looking to re-establish flight operations.

CAP and the Danish Home Guard discovered both organizations have much in common and are facing similar challenges. This sense of history and parallel missions created a bond that best reflected the accomplishments of the day — a bond forged well before any of the participants’ time by citizen volunteers, an ocean apart, helping their countries during war and peace. ▲

Col. Gene Hartman, center, Middle East Region director of homeland security, briefs, from left, Lt. Col. Kurt Marisa of the American Embassy in Denmark, Col. Sven Falkboll and Maj. Klaus Halsted of the Danish Home Guard and Civil Air Patrol Congressional Squadron member Lt. Col. Randy Cohen on the capabilities of CAP’s Gippsland GA8 Airvan.





Photo courtesy of Space Camp

Space Camp at the U.S. Space & Rocket Center in Huntsville, Ala., brings out the inner astronaut in kids of all ages. This “camper” is monitoring the systems on mid-deck during a simulated shuttle mission.

SUMMER CAMP FOR ‘STARS’

By Jennifer Kornegay

They are a “go” for launch. Three CAP cadets will have an out-of-this-world experience at Space Camp at the U.S. Space & Rocket Center in Huntsville, Ala., this summer during the camp’s Air Force Association Week.

Ryan Walker, 13, of the North Carolina Wing; Daniel Cook, 12, of the Florida Wing; and Beau Bustanoby, 13, of the Maryland Wing, will all journey into “the final frontier” or at least a simulated version of it.

The three cadets, along with 27 other outstanding young people, were chosen to receive scholarships to embark on this adventure after writing essays that were chosen as the best of over 1,400 submitted from students across the country. Three

teachers also received scholarships.

“It is a week they will never forget,” said Al Whitaker, public relations director for the Space Center. “All the kids that come here go back with newfound appreciation for science and math. For many, this is the first real-world application for the science they’ve studied for years.

The majority return to school wanting to take additional science and math courses, and that is what we’re all about — getting students fired up about the possibilities of a high-tech career. All these kids are great, and we love having them here.”

Depending upon their age, the students will get the chance to engage in a variety of activities, including jet fighter simulators, astronaut training, state-of-the-art space and weightless simulations,

rocket building, robotics and survival training. They’ll also study the principles of flight; gain knowledge of the planets; carry out space experiments; practice leadership, problem solving and teamwork; and learn about aviation pioneers.

This marks the second year the AFA has partnered with the U.S. Space and Rocket Center to sponsor the essay contest and award the Space Camp scholarships.

All three cadets expressed excitement over being chosen. “I think it is very exciting,” said Walker. “I wrote the essay and never thought I’d get picked. I’m really looking forward to some of the aviation simulators. That will be cool.”

“I’m honored to get this chance,” said Cook. “I’ve been to the parent-child Space Camp before with my



Cadet Beau Bustanoby
Maryland Wing



Cadet Ryan Walker
North Carolina Wing



Cadet Daniel Cook
Florida Wing

father. I can't wait for the space shuttle mission, because I plan to join the Air Force and become an astronaut."

"It is just rewarding to know the work I did on the essay came to fruition," Bustanoby said. "I really am excited to be given this once-in-a-lifetime opportunity." ▲

Space Camp Specifics

You've seen the movie, but do you really know what Space Camp is all about? In 1982, Space Camp was created to promote the study of math, science and technology.

Today, its educational programs couple classroom instruction with hands-on activities and teach teamwork, decision-making and leadership skills.

Over 430,000 young people and adults have experienced the unique style of education offered through the center's Space Camp and Space Academy. Demand for these programs comes from all 50 states and over 30 different countries.

Camps are available for fourth grade through high school students. Additional programs are available for "campers" who are blind or visually impaired, and for the deaf or hard of hearing.

And it's not just for kids. Space Camp programs are also available for adults, and special camps have been designed for educators and for corporate groups.



Photo courtesy of Space Camp

The training floor at Space Camp features shuttle simulators and a mock-up of the international space station.

Cadets Exposed to International Politics

By Jennifer Kornegay

“Would you like to meet Condoleezza Rice?” That question — followed by an enthusiastic “yes!” — catapulted CAP cadet Sharon Weeks and fellow cadet Jackie Briski into the fast-paced, dramatic arena of international politics. The cadets had the unique opportunity last summer to be the first CAP cadets to intern at the General Assembly of the Organization of American States, an international organization similar to the United Nations.

The cadets were invited to accompany the American delegation to OAS after OAS American Ambassador John Maisto met some CAP Civic Leadership Academy cadets in Washington, D.C. He was impressed with what he saw, and a slot for two cadets was soon created.

Weeks and Briski were prepared for their work as interns in the U.S. State Department press office at OAS in Fort Lauderdale, Fla., with a crash course in American history and economics at CAP National Headquarters at Maxwell Air Force Base in Montgomery, Ala.

“It was kind of a surreal experience from the beginning,” said Weeks, who is a member of the North Carolina Wing and a sophomore at Princeton University.

Watching Rice and other political power players from around the Western Hemisphere and the national media interact was eye-opening for both girls.

“I had never worked in any public relations or media aspect before,” said

Weeks. “It was really interesting to work with a governmental press office. I got to interact with the press on a really personal level. It was the best lesson in diplomacy I could get.”

“It was great to be right in the thick of things to see how these people work together and what our government is doing,” she added. “While we were there, the government of Bolivia was overthrown. The next day there was an explosion of distrust and accusations. It was interesting to see how real countries work out real problems in real time.”

“It was without a doubt one of the greatest experiences I have ever had,” said Briski, a freshman at Virginia Military Institute and a member of the Ohio Wing.

“I recently accepted a 3 1/2-year Army ROTC scholarship, and I’m considering working in either civil affairs or military police. I’m also interested in working for the State Department after my time in the service,” she said, adding, “if it weren’t for CAP, I wouldn’t have such focused goals for my future.”

“These cadets got to see diplomacy in action,” said Curt LaFond, CLA education manager. “It was a once-in-a-lifetime opportunity, and one they would not have had without CAP and the cadet program.”

After another successful CLA this past spring, two more cadets — David Maver of New Jersey and Noah Schill of Vermont — were invited to this summer’s OAS General Assembly meeting in the Dominican Republic, LaFond said. ▲



Cadets Jackie Briski, left, and Sharon Weeks were invited by the General Assembly of the Organization of American States to work as interns in the U.S. State Department’s press office.

The internship exposed Briski, left, to political power players, including Condoleezza Rice, right.



KINDRED SPIRITS

CAP's Good Deeds Inspire Memberships

By Lenore Vickrey

When Hurricane Charlie hit Florida's western coast in 2004, medical professionals from across the country offered their services to those in need. Among them were four women based in South Florida with experience helping people in impoverished areas. They work in a mobile medical clinic, which allows them to take their expertise and supplies on the road where they are most needed.

While serving in the Punta Gorda area, the four were introduced to Civil Air Patrol, and they found a kindred spirit.

"CAP really helped us out," said Dr. Eileen Ramsaran, medical director of Mercy Mobile, a free primary care clinic for low-income people. "CAP got us connected with the sheriff's department in Punta Gorda. They gave us directions on how to get to different sites. They also arranged for supplies to be delivered to us."

CAP members were instrumental in Mercy Mobile's ability to carry out its mission to help those hit by Hurricane Charlie, and the same scenario played itself out again last

year, when Hurricane Katrina slammed into the Mississippi and Louisiana Gulf Coast.

Dr. Eileen Ramsaran joined Civil Air Patrol after working with CAP members during hurricanes Charlie and Katrina relief efforts. Below, Ramsaran takes a patient's blood pressure from Mercy Mobile, a medical clinic on wheels that provides health care at emergency disaster locations.

year, when Hurricane Katrina slammed into the Mississippi and Louisiana Gulf Coast.

"When we found out what had happened on the Gulf Coast, we knew we needed to get up there," said Ramsaran. "The physicians put the supplies together and within the first week or so after Katrina we were in the area."

The medical clinic on wheels went to hard-hit Biloxi and Waveland, Miss., and also to New Orleans. Once again, CAP members helped the clinic by bringing supplies and providing logistical information on areas hardest hit and in the most critical need of medical help.

Ramsaran and members of her Mercy Mobile clinic staff were so impressed with the work of CAP members during Katrina disaster relief, they decided they needed to be an official part of CAP themselves. So, Ramsaran, Dr. Monica Gruener and medical assistants Ana Ruth Rosario and Joseline Angelot joined CAP, and are presently assigned to the Florida Wing's Venice Cadet Squadron.

"CAP reinforced what we were



In addition to Ramsaran, third from left, other staff from Mercy Mobile clinic who are now CAP members pose with Level I instructor Lt. Col. Virginia Montalvo, on Ramsaran's right. They are, from left, Ana Ruth Rosario, medical assistant; Dr. Monica Gruener; and Joseline Angelot, medical assistant.



doing,” Ramsaran said. “We decided this was the way to go.”

“I enjoyed that (working with CAP), because they do disaster relief,” said Angelot, who appreciated the organization and efficiency of the CAP squadrons they worked with on the coast.

“It was a good experience,” she said. “They (CAP) have everything ready to go and in place. We brought the medical expertise, and worked hand in hand with CAP, who were trained to respond to the

needs of the clinic, especially in a disaster situation.”

Each of the women has taken CAP classes, with Ramsaran progressing to the rank of captain. “We joined last fall, and we’ve taken five or six classes since then,” she said.

“I have learned lots of information,” added Angelot. “They taught us what to do and what not to do in an emergency.”

Mercy Mobile is a ministry of the North Miami Beach Medical Center, which is funded by the

Christian Medical and Dental Association. It provides health care for indigent individuals who have no health insurance. Its 32-foot trailer is equipped with all the necessary items a clinic needs, such as oxygen, EKG equipment, nebulizers and emergency medicines. The staff dispenses free medication and even can do minor surgery, all at no cost to the patients. When not going to emergency disaster locations, the clinic is located in Opa Locka, northwest of Miami. ▲



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CAP Welcomes Six New Commanders

By Victoria Terrinoni

Civil Air Patrol recently named six new wing commanders — Col. Karl Altenburg, North Dakota Wing; Col. Donald Haffner, Wisconsin Wing; Col. Christopher Hayden, Maine Wing; Col. Guillermo Heredia Jr., Georgia Wing; Col. Robert Hoffman, Montana Wing; and Col. Gerard Weiss, Maryland Wing.

Altenburg, who has been a CAP member for 10 years, was a cadet in the 1980s. He served as the squadron aerospace education officer, wing director of aerospace education, wing vice commander and, now, commander. He has earned the Paul E. Garber, Grover Loening and Brig. Gen. Charles E. “Chuck” Yeager Aerospace Education Achievement awards, and the Certificate of Proficiency.

Highlights of his career in CAP include flying homeland security missions along the U.S./Canadian border shortly after Sept. 11, 2001, and attending the 2003 National Congress on Aviation and Space Education in Dayton, Ohio.

Haffner joined CAP in 1973 as a cadet, and has held numerous positions, including cadet commander. As a senior member he has held staff and command positions at the squadron and wing levels and has served 12 years on the wing staff as director of cadet programs, chief of staff and vice commander.

He has earned three Commander’s Commendation awards, a Meritorious Service Award and three Exceptional Service awards. He also was awarded the Search

and Rescue Ribbon with several bronze and silver clasps. In 2003 he was named the Wisconsin Wing Senior Member of the Year.

Haffner met his wife, Michele, when they were both cadets. They have been married for 20 years, and she is still active in CAP, as well as their 13-year-old son, who is a cadet.

Hayden joined CAP in December 1997 at the suggestion of his wife who, while working at the local library, had a conversation with a patron about how much he missed having an airplane after moving from California to Maine. The patron recommended he join CAP.

As a film and television producer, Hayden was quickly made the squadron’s public affairs officer. “I was delighted with the appointment and soon had the squadron in the public eye,” he said. Because of his success, Hayden was selected to serve as wing PAO. He also has served as squadron commander and wing vice commander.

Hayden’s awards include the 1998 and 2000 Guy Gannett Public Affairs Officer of the Year Award; Squadron Senior Member of the Year; Commander’s Commendation awards in 2000, 2001 and 2004; Squadron Commander of the Year; Garber, Loening and Yeager awards; Joseph Mixer Public Affairs Officer of the Year Award; and the Meritorious Service Award.

Hayden’s career highlights include maintaining two full air crews and ground crews on alert at squadron headquarters for two weeks following Sept. 11, 2001,

participating in the Hurricane Frances disaster recovery mission along the East Coast in 2004 and hosting 25 members of a United Kingdom Air Training Corps squadron during a 2005 summer encampment.

Heredia started with CAP in 1994 as a member of the Georgia Wing's Peachtree City-Falcon Field Squadron, Group 3. In his 12 years, he has been a maintenance officer; testing officer; deputy cadet commander at the squadron, group and wing levels; project officer for wing and region cadet competitions; region deputy chief of staff for cadet programs; and region chief of staff.

He has earned three Exceptional Service awards, three Meritorious Service awards, three Commander's Commendation awards, a Unit Citation award and the Garber award.

Hoffman joined CAP in 1993 as a cadet. He has served as a squadron deputy commander of cadets, squadron commander, wing deputy director of emergency services and wing chief of staff.

He has earned several accolades, including three Commander's Commendation awards, the Yeager and Ira Eaker awards and a Unit Citation award.

Weiss began his CAP career in November 1999. He has held several positions, including squadron operations officer, deputy commander of cadets, deputy commander of seniors, squadron commander and group commander.

In his career, he has earned the Leadership and Membership ribbons, the Command Service Ribbon with bronze star, the Red Service Ribbon with bronze clasp and a number of special activity and recruiter awards.

Weiss said the highlights of his career as a group commander include more than doubling the number of qualified aircrew members and ground team members in Group 2 and having all eight squadrons mission ready. "This was very apparent during a recent REDCAP mission when we were searching for one of our own Maryland Wing pilots. On the first day of the mission, all eight squadrons in Group 2 were at the mission base ready to assist in the search," he said. ▲



Col. Karl Altenburg



Col. Donald Haffner



Col. Christopher Hayden



Col. Guillermo Heredia Jr.



Col. Robert Hoffman



Col. Gerard Weiss



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Photos by 1st Lt. Howard Morris, Michigan Wing

Civil Air Patrol was tasked by the Michigan National Guard to submit aerial photography via satellite-transmitted digital imaging — such as this photo of a bridge — for threat evaluation during a simulated terrorist attack.

Homeland Security

CAP Teams Up with Air Force to Support Ardent Sentry Exercise

A hurricane brews in the Gulf, and bombs ignite in Michigan.

CAP responded recently to these disastrous, hypothetical possibilities and others while taking part in Ardent Sentry exercises conducted by the North American Aerospace Defense Command and U.S. Northern Command.

The exercises stressed effective response to catastrophes in Michigan, Louisiana, Mississippi, Maine, Colorado, Florida, New Mexico and Arizona, as well as the provinces of Ontario and New Brunswick.

CAP members from Arizona, California and Texas

launched in Gippsland GA8 Airvans in Arizona to demonstrate to the Air Force CAP's ability to deploy its airborne real-time cueing hyperspectral enhanced reconnaissance (ARCHER) system. Other members took to the air in CAP Cessnas to take digital photographs and immediately send them to ground-based emergency managers by way of CAP's satellite-transmitted digital imaging system technology. A common theme that prevailed, however widespread the operations were, was teamwork. In Arizona, where Texas and California Wing aircrews assisted members in performing border patrol missions, Maj. James Hervert, an Arizona Wing pilot and Group 1 com-

mander, noted the strengthened bonds. “Everyone really came together in spite of our having so many crews from different wings,” Hervert said. “We got along and helped each other out, so it was a good exercise.”

“We were glad to be included and to help,” said Col. Ernest Bourgeois, commander of the Arizona wing.

Michigan Mission

In Michigan, Maj. Jonathan Reid, wing director of operations, said CAP volunteers flew aerial reconnaissance missions and were tasked heavily by state agencies for other purposes.

Wing aircrews provided SDIS photographs of power plants, gas storage areas and bridges throughout the state to emergency managers, who analyzed each facility’s vulnerability in case of a terrorist attack. Aerial photographs were also taken of critical rail and shipping transportation hubs.

More than 60 Michigan Wing members, including four aircrews, worked over 300 hours to support the mission. Lt. Col. Mike Saile, wing homeland security officer, said the mission allowed CAP to showcase its capabilities.

“The ability to directly interface with other emergency service personnel is crucial in any exercise of this size and complexity,” he said.

The full-scale response included the work of communications officers in the wing, who ensured appropriate resources were exercised 24/7, with HF and VHF nets to support the mission,” said Reid.

“The quick tempo of the mission and the rapidly changing weather didn’t keep us from delivering a quality product to our client in a safe and effective manner,” he said.

Hurricane!

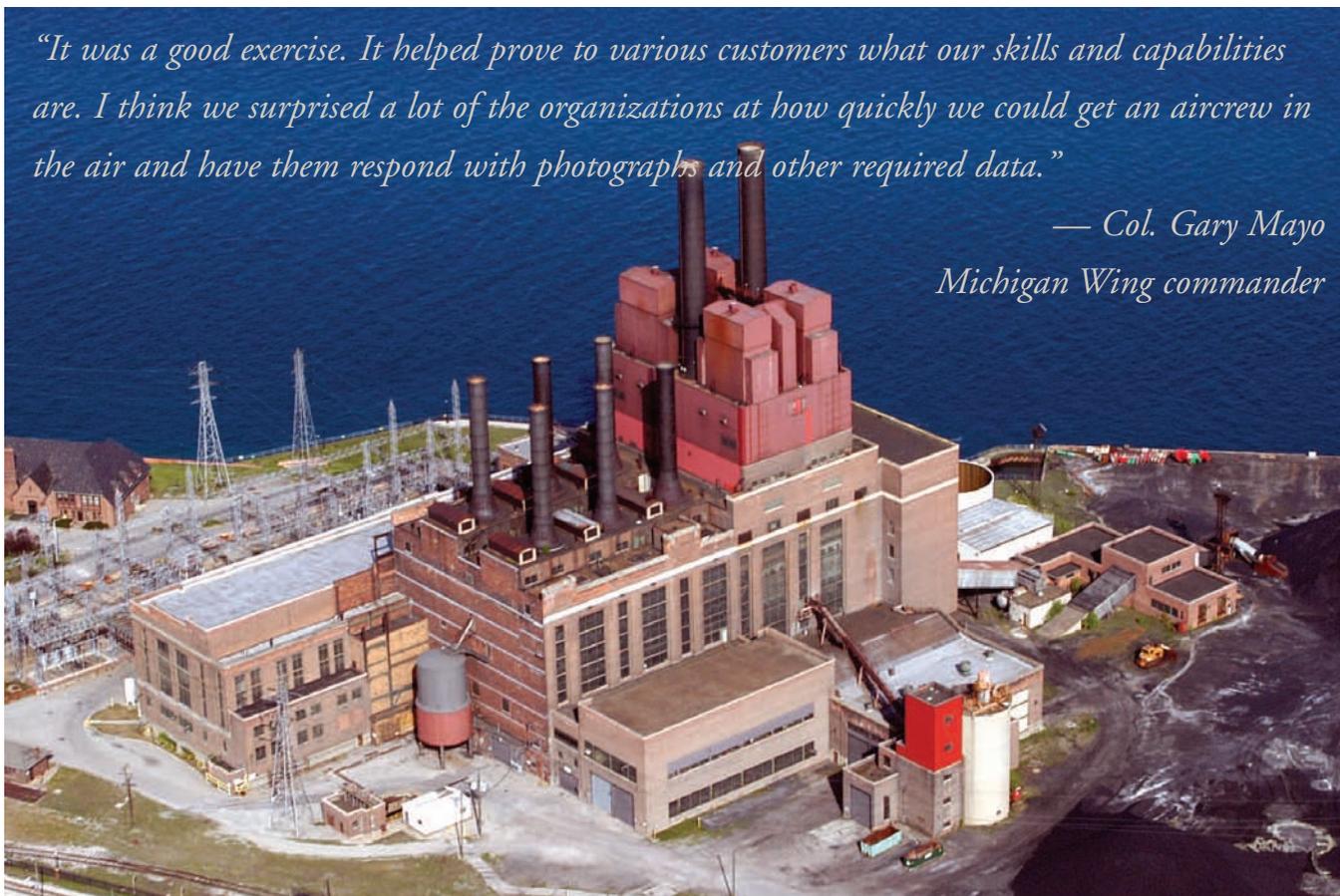
While Reid and his colleagues responded to mock explosions, a mock Hurricane Xena gave Louisiana members a grim reminder of last year’s hurricane season and a chance to prepare for this year.

In 2005, the wing’s New Orleans headquarters was demolished, and many members had to flee their homes

This power plant was also photographed during the simulated terrorist attack.

“It was a good exercise. It helped prove to various customers what our skills and capabilities are. I think we surprised a lot of the organizations at how quickly we could get an aircrew in the air and have them respond with photographs and other required data.”

*— Col. Gary Mayo
Michigan Wing commander*



in cities like Lake Charles when hurricanes Katrina and Rita struck. Still, members served over 600 man-days, flew 433 air missions and processed 2,000-plus digital images. With these memories fresh in their mind, members tackled Xena, hypothetical though she was, with similar intensity.

Their work began when 1st Air Force selected 10 airports for Louisiana Wing members to photograph in New Orleans and in southern Mississippi

The wing launched two Cessnas, one from Lake Charles and one from Monroe, said Art Scarbrough, director of operations.

Scarbrough said the exercises allowed aircrews to practice photographing damage to airports, which helps state and local agencies determine the length of time needed for repairs.

“What this did best, however, was provide an opportunity to test the relationship between the CAP Command Crisis Center (C4), CAP National Operations Center and the wing, and identify any challenges there, particularly with communications between the three entities,” he said.

Louisiana Wing Commander Col. Rod Ammons said the Ardent Sentry missions eased safety concerns that arose during last year’s Katrina-Rita missions.

In 2005, both Louisiana and Mississippi Wing aircraft sometimes flew in the same airspace, though dispatched by different command centers, which caused confusion and collision risks. This problem was resolved during Ardent Sentry. All pilots flying in an impact area were supervised by a single incident commander who oversaw operations in that airspace.

“During the course of Katrina-Rita, we had GA8 Airvans and other airplanes tasked from other sources flying in Louisiana airspace. At our staging area, we had no idea that was going on,” Scarbrough said.

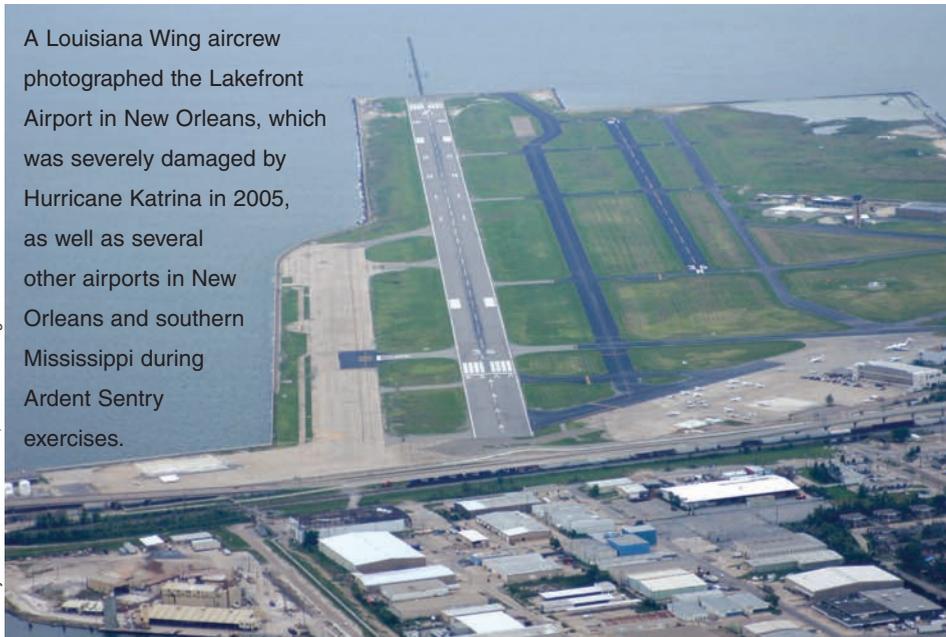
Ammons’ said concerns about communication between wings also were allayed by the presence of the C4 in Miami.

C4 Success

Lt. Col. Luis Garcia, Florida Wing director of operations, led a group of members who manned the C4. They coordinated resources for Ardent Sentry missions from CAP’s National Operations Center at Maxwell Air Force

A Louisiana Wing aircrew photographed the Lakefront Airport in New Orleans, which was severely damaged by Hurricane Katrina in 2005, as well as several other airports in New Orleans and southern Mississippi during Ardent Sentry exercises.

Photo by 1st Lt. Scott Hunsaker, Louisiana Wing



Base in Montgomery, Ala.

“The resourcing would entail aircraft and manpower available immediately, within five days and within 14 days. This would give the NOC an ability to assign assets to ongoing needs. The C4 would then notify the requesting unit of available assets,” Garcia said.

Garcia commended C4 personnel for working long days and remaining available 24/7.

By the time Ardent Sentry ended, all CAP members felt the 10-day exercise was extremely beneficial.

Michigan Wing Commander Col. Gary Mayo said the exercises provided ongoing training that sharpened proficiency and professionalism.

He said Ardent Sentry introduced CAP members to agencies they might otherwise not have become familiar with.

“It was a good exercise. It helped prove to various customers what our skills and capabilities are. I think we surprised a lot of the organizations at how quickly we could get an aircrew in the air and have them respond with photographs and other required data,” Mayo said.

CAP National Commander Maj. Gen. Antonio J. Pineda was pleased with the CAP members’ participation in these homeland security exercises. “CAP’s founding mission during World War II was homeland security and, after 9-11, our members came full circle in providing critical homeland security missions for America. We were fully prepared and honored to perform these exercises to further the cause of freedom and national security for all Americans,” Pineda said. ▲

Achievements



Gill Robb Wilson Award

Highest award given to senior members who complete Level V of the Civil Air Patrol Senior Member Training Program. (Only about 5 percent of CAP senior members achieve this award.) Those receiving the Gill Robb Wilson Award for March and April are:

Col. Ernest R. Bourgeois	AZ
Lt. Col. Louis Kovacs	CA
Lt. Col. Floyd Campbell	GA
Lt. Col. James R. Jordan	ME
Maj. David N. Odette	MN
Maj. Everett L. McCallum	NE
Lt. Col. Jacques J. Heinrich	NY
Lt. Col. David R. Hunter	NY
Lt. Col. John S. Quinn	OH
Col. Joe R. Smith	OK
Maj. Ernest C. Manzano	SER
Lt. Col. Gary W. Gregory	WA
Lt. Col. Thomas D. Bauder	WI



Gen. Carl A. Spaatz Award

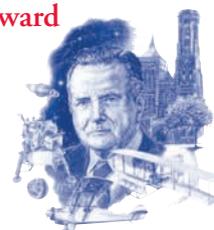
Highest award for cadets who complete all phases of the CAP Cadet Program and the Spaatz award examination. (Only about one-tenth of 1 percent of CAP cadets achieve this award.) Recipients of the Gen. Carl A. Spaatz Award for March and April are:

Cody W. Upton (#1593)	CA
Claire E. Clancy (#1601)	CO
Andrew P. Anderson (#1600)	FL
Quinton J. Fenley (#1599)	FL
Harrison M. Ingraham (#1597)	MA
Jacob A. Reed (#1598)	MD
Matthew E. Mandziuk (#1591)	MI
Philip B. Barrow (#1595)	NC
Michael T. Maloy (#1596)	TX
Katrina L. Litchford (#1594)	VA
Christopher S. Plume (#1592)	WI

Gen. Ira C. Eaker Award

Second-highest award for cadets who successfully complete all phase IV requirements of the CAP Cadet Program. Cadets receiving the Gen. Ira C. Eaker Award for March and April are:

Jonathan S. Christie	CA
Austin R. Hain	CA
Michael A. Kelly	CO
Michael D. Hendrix	FL
Jacob A. Reed	MD
Lance J. Boehmer	MI
Elizabeth M. Dumont	MI
Laura E. Steinberger	MI
Matthew C. Walker	MS
Melissa M. Harrison	NC
Ashley M. Kazimer	NHQ
Charles W. Matthews	NM
Daniel C. Wawrzyniak	NY
Philip B. Barrow	NC
Victoria M. Swope	PA
Jason A. Tartalone	PA
Daniel R. Thompson	PA
Josue Cruz	PR
Ricardo L. Rivera	PR
Robert J. Fraser	RI
Joshua S. Cunningham	SC
Laura A. Thiem	TN
Paul J. Kapavik	TX
Christopher A. Smith	WA
Thomas D. Wichman	WI



Paul E. Garber Award

Second-highest award given to senior members who complete Level IV of the CAP Senior Member Training Program. Those receiving this award for March and April are:

Maj. Norman D. Rogers	AZ
Maj. Craig P. Gallagher	CA
Capt. Jay B. Davis	FL
Lt. Col. Steven P. Schultz	FL
Maj. David J. Sweeney	FL
Maj. Javier E. Cardona	GA

Maj. Bennon L. Prine	GA
Lt. Col. Edwin B. Sims	GA
Maj. William F. Mausser	IA
Maj. Ted J. Mooney	LA
Maj. William G. Frase	MD
Maj. David N. Odette	MN
Maj. James E. Hardin	MO
Capt. Thomas K. Riddle	MS
Maj. David M. Bobbey	NC
Maj. Jerry W. Langley	NC
Maj. Karl R. Altenburg	ND
Maj. Barry R. Taylor	NE

Col. Robert K. Todd	NE
Col. Robert J. McCabe	NJ
Maj. Michael J. Kelly	NY
Maj. Preston E. Pierce	NY
Lt. Col. Nolen D. Renfro	OR
Lt. Col. Patricia J. Starr	PCR
1st Lt. Yarborough M. Gleaton	SC
Maj. Walter N. Beene	TX
Capt. David C. Brown	TX
Maj. Larry G. Woodcox	TX
Maj. Dean E. Gould	VA

Air Force Chief of Staff Presents Spaatz Award to Virginia Wing Cadet

Cadet Col. Katrina L. Litchford of the Roanoke Composite Squadron received the Gen. Carl A. Spaatz Award, CAP's highest cadet award, from U. S. Air Force Chief of Staff Gen. T. Michael Moseley in a ceremony held at the Pentagon in Washington, D.C.

In presenting Litchford with the award, Moseley said, "I am pleased to be able to present this certificate with General Spaatz's name on it to the top cadet of the Civil Air Patrol."

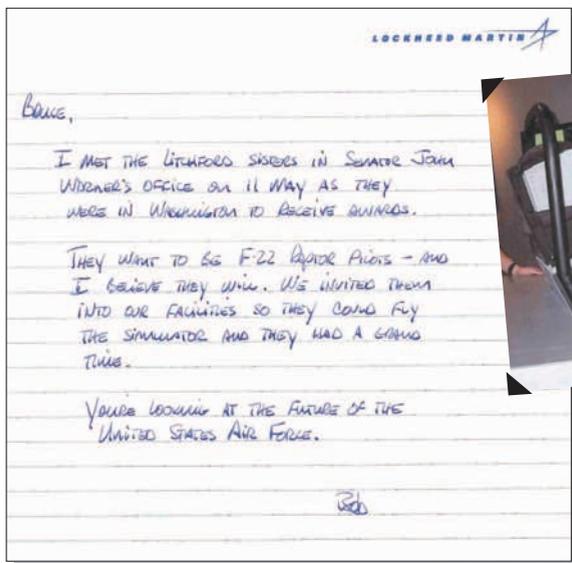
Present during the ceremony was Litchford's grandfather, James Litchford Sr., who was part of a B-17 aircrew under the command of Spaatz during World War II. Other family members present included her sister, Cadet 1st Lt. Dominique Litchford, and her parents, James and Leonetta Litchford, both CAP senior members.

Litchford, 16, of Blue Ridge, Va., who joined CAP in



U.S. Air Force Chief of Staff Gen. T. Michael Moseley, left, presents Cadet Col. Katrina L. Litchford with the Gen. Carl A. Spaatz Award during a recent Pentagon ceremony.

2002, serves as commander of the cadet squadron. She was honored by the area Air Force Association as its Cadet of the Year in 2004. ▲



At left, a handwritten note from Bob Stevens, president and CEO of Lockheed

Martin Corp., to Bruce Whitman, member of the Civil Air Patrol Board of Governors, describes his impressions of Virginia Wing cadets Col. Katrina and 1st Lt. Dominique Litchford. Center, Katrina, left, and Dominique take a photo break after "piloting" Lockheed Martin's F-22 Raptor flight simulator while in Washington, D.C. Right, the sisters pose for a photo with Lockheed Martin executives John Waldrop, director of International Programs, left, and Dr. Brian Daley, senior vice president of Washington Operations.

FORT TO PORT Partnership Highlights CAP's Homeland Security Role



Photo by Joseph McArdle, Pennsylvania Wing

Photo by Capt. Pat Zelenak, Pennsylvania Wing

Civil Air Patrol aircrews and ground teams are supporting an intricate port security and transportation system as part of CAP's growing role in homeland security.

The "fort-to-port" system called Regional Agile Port Intermodal Distribution System or RAPID ensures shipments of sensitive and high-value military and commercial cargo are carefully tracked to ensure no threats to the American public.

CAP members in Pennsylvania are working with the Delaware River Maritime Enterprise, creator of RAPID, to monitor military movements and shipments with aerial photography and observation by ground teams.

To support RAPID, CAP aircrews are flying aerial reconnaissance missions to document the movements of huge guns, ships and trains, while ground crews monitor key points along rail lines and highways in advance of

Above, Pennsylvania Wing aircrew photograph a train during the overseas deployment of the U.S. Army's 10th Mountain Division from Fort Drum, N.Y. Members of the New York and New Jersey wings assisted with the aerial reconnaissance missions.

A Civil Air Patrol aircrew photographs the MV Sgt. William R. Button, inset, as it passes Fort Mifflin, Del., a national historic landmark. CAP aircrews are flying aerial reconnaissance missions to document the movement of ships like the Button as part of CAP's cooperation with the Delaware River Maritime Enterprise Council.

military cargo movements.

The aircrews send RAPID administrators downlinked high-resolution, near real-time images of rail, road, navigation channel and port infrastructures. The aerial imagery has included capturing images of Howitzer guns, Humvees, supply ships and trucks.

Pennsylvania Wing members, assisted by volunteers of the New York and New Jersey wings, also have photographed trains during deployment of the 10th Mountain Division from Fort Drum, N.Y.

In fact, Lt. Col. Bob Meinert, executive director of the Pennsylvania Wing, said over the last two years, CAP has taken aerial photography in support of the movement or in-port security of 17 cargo-bearing vessels.

“Some of the ship movements for which we have provided reconnaissance also have been part of the Department of Defense’s Operation Reset for material (military supplies and equipment) coming back from theater,” he said.

The photos are then streamed into the Pennsylvania Emergency Management Agency’s State Emergency Operations Center and a RAPID System GIS (geographical information system) visualization tool for real-time information sharing between key stakeholders.

All of CAP’s technology – its satellite-transmitted digital imaging system, hyperspectral imaging and radiological detection devices – are used to improve homeland security and force protection.

Col. Al Applebaum, commander of CAP’s Pennsylvania Wing, said for nearly three years, the wing has been flying missions and neighboring wings have cooperated as well.

“Recently we have been exercising with the Delaware

and New Jersey wings as part of a task force structure determined by CAP National Commander Maj. Gen. Antonio J. Pineda,” said Applebaum, who was recently named commander of CAP’s Port of Philadelphia Task Force.

Applebaum emphasized that cooperation between CAP wings is extending far beyond the Northeast.

“Even within a single seaport such as Philadelphia, many wings may be involved, as the ‘power projection platforms’ for the military reside in a number of states that send their cargo through strategic seaports.

“For example, Philadelphia may be the port of choice for military facilities in Pennsylvania, New Jersey, Delaware, New York, Ohio, Indiana and even further into the Midwest,” Applebaum said.

Pineda said the cooperation with DRMEC and RAPID illustrates the vast strides CAP has made in showcasing its capabilities to local, state and national emergency operations managers.

“CAP is proud to partner with DRMEC and RAPID and by doing so contribute to the nation’s homeland security. CAP’s partnership with these entities is a model for other relationships I envision CAP developing well into the future,” said Pineda, who created the task force to provide a consistent voice and resources for missions involving CAP’s DRMEC partnership.

“This partnership is uniting wings in the Northeast and Midwest, representing an excellent model of both teamwork and cooperation for other CAP regions where these type of homeland security relationships may develop,” he said. ▲

“CAP is proud to partner with DRMEC and RAPID and by doing so contribute to the nation’s homeland security. CAP’s partnership with these entities is a model for other relationships I envision CAP developing well into the future.”

— CAP National Commander Maj. Gen. Antonio J. Pineda

Chaplain Rescues Sacred Artifacts

By Victoria Terrinoni

Capt. Peter Preble, Massachusetts Wing chaplain, had a unique experience in Louisiana following Hurricane Katrina's devastation of that state.

Preble and Rev. Fr. Angelo Pappas of the St. Nicholas Greek Orthodox Church in Portsmouth, N.H., were asked to travel from Baton Rouge, La., where they were helping with hurricane relief efforts, to Holy Trinity Cathedral in New Orleans, the oldest Orthodox church in the U.S., to rescue irreplaceable relics.



Capt. Peter Preble, Massachusetts Wing chaplain, stands in front of the altar in Holy Trinity Cathedral where he and another priest rescued valuable church artifacts after Hurricane Katrina devastated the area.



Holy Trinity Cathedral, the oldest Orthodox church in the nation, is surrounded by water in New Orleans following Hurricane Katrina.

The two priests arrived in New Orleans via helicopter, which flew over the church so they could see the condition of the building. “The structure was fine with only a few roof tiles missing, but the church was surrounded by water,” he said.

Preble said they were afraid to open the door, because they didn't want the knee-deep water outside to flow into the building. As it turned out, there was knee-deep water inside, and evidence the water had been as high as 4 feet.

“It stopped just short of the altar,” Preble said.

Preble and Pappas were able to salvage the Gospel book, some icons, a chalice and several relics.

“Going in I had no reaction but to accomplish the mission, but coming out was very emotional and spiritual — to have rescued these items that are so important to the Orthodox church,” he said.

The next day, Preble presented the items to the congregation when they gathered in Baton Rouge.

Preble said the congregation is back in the church, though all renovations are not complete. The day after Preble was there, the captain, a chaplain and some sailors from the USS Iwo Jima arrived in New Orleans and went to the church to help pull up carpets and start the work of rebuilding. ▲

Middle East Region

Maryland Squadron Participates in Disaster Drill

MARYLAND – The area around Maryland’s Carroll County Regional Airport was recently full of action. Within one hour, terrorists attempted to hijack a plane, which caused a shooting, a chemical spill and a fire. At the same time, a bus full of youths was involved in a crash.

Though these crises appeared to be real, they were actually part of a Carroll County emergency responder exercise, which included participation from the Maryland Wing’s Carroll Composite Squadron. The annual drill tests the county’s ability to handle multiple emergency scenarios simultaneously.

CAP cadets in the school bus accident were transported to a local hospital for treatment, and their injuries appeared to be real with the help of moulage and role playing, which included crying, screaming and even dying. Propane was used to set an aircraft (a mock plane used for training purposes) on fire, which was extinguished by firefighters. And the two hijackers who ran from the inferno were apprehended by representatives of the sheriff’s department following a shoot-out.

Capt. Kevin McHale, squadron commander, and 1st Lt. Mike Zabetakis, squadron emergency services officer, played a leadership role in planning the drill. Two squadron pilots — 1st Lt. Rick Stuart and 2nd Lt. Angelo Alascio — shot the event on digital cameras. Media coordination and ground photography were handled by 2nd Lt. Thomas Dembeck.

The event was funded by various county agencies with support from the U.S. Department of Homeland Security. >> 1st Lt. Brenda Reed

Photo by 2nd Lt. Thomas Dembeck



Firefighters from Carroll County in Maryland put out a blaze caused by a mock chemical spill during an emergency services disaster exercise.

Pacific

California Cadets Ride the Skies

CALIFORNIA – Cadets with the California Wing’s Skyhawk Composite and San Diego Cadet squadrons recently participated in a glider training course hosted by members of the Los Alamitos Glider Training Squadron in Los Alamitos, Calif.

Led by Lt. Col. James Welliver, operations officer, the course provided cadets the opportunity to not only fly in a glider, but also to learn what it takes to safely prepare a glider for flight, wing walking, attaching the tether, positioning the glider for towing and how to handle a glider on the ground during wind gusts.

The two gliders used in the course — a Schweizer SGS2-33 and a Blanik L-23 — were towed by a Maule MT-7 flown by Lt. Col. Jose Chizmadia.

Each cadet’s craft, along with their glider-certified flight instructor, was towed to an altitude of 2,000 feet and released for a 10-minute ride back to the launch point. Although there was a slight smog layer, cadets could see Catalina Island to the west and Disneyland to the east. They were taught how to turn, bank and prepare for landing. Participants also flew in the tow plane.

The experience impressed the cadets. “Everything about the day, including my flight, was great,” said Cadet Airman Anthony O’Donnell of San Diego. “I didn’t realize that, even on the ground, it is important to have the plane positioned properly, but I learned it quickly when the wind picked up and changed directions.” >> Capt. Dennis S. Ammann

Photo by Maj. Dee O’Sargent



A bird’s-eye view of the tow plane greets glider occupants during a cadet glider training course hosted by members of the California Wing’s Los Alamitos Glider Training Squadron.

North Central

Honor Guard Gets the 'Royals' Treatment

MISSOURI – The Missouri Wing's Cass County Composite Squadron honor guard presented the colors at a Kansas City Royals home game recently in front of 18,031 baseball fans at Kauffman Stadium in Kansas City, Mo.

Kansas City Royals manager Buddy Bell introduced himself to the cadets and praised their professional appearance.

The experience was memorable. Cadet Tech. Sgt. Jared Eggenberger said, "I felt very proud carrying the flag into Kauffman Stadium. When the crowd got quiet and the national anthem was being sung, it was a great sense of pride."

To add to the honor guard's excitement, the Royals defeated the Chicago White Sox, 4-3.

In addition to Jared, members of the honor guard were Cadet Chief Master Sgt. Lucas Eggenberger, Cadet Chief Master Sgt. Kenna Eggenberger and Cadet Tech. Sgt. Joshua Hargis. >> Capt. Tony Belto



Photo by Cadet Senior Airman Jordan Hargis

From left, Cadet Tech. Sgt. Joshua Hargis, Cadet Chief Master Sgt. Lucas Eggenberger, Cadet Chief Master Sgt. Kenna Eggenberger and Cadet Tech. Sgt. Jared Eggenberger present the colors before the start of a Kansas City Royals baseball game at Kauffman Stadium in Kansas City, Mo.



Members of Canada Air Cadet Squadron 845 from Toronto, Ontario, visited the Wisconsin Wing's Col. Sac Composite Squadron, along with members of two other Air Cadet squadrons.

Great Lakes

Wisconsin Squadron Hosts Canadian Air Cadets

WISCONSIN – Members of the Col. Sac Composite Squadron recently hosted three Canadian Air Cadet squadrons — the 702nd from Saskatoon, Saskatchewan, and the 707th and 845th from Toronto.

During the five-day visit, squadron members participated in Operation Education at Volk Field in Camp Douglas, Wis. Activities consisted of trips to the Experimental Aircraft Association Museum in Oshkosh, Kalahari Waterpark in Wisconsin Dells, the state Capitol, historical and veteran's museums in Madison, Wis., and the Hardwood Gunnery Range at Volk Field.

In addition, members of the 707th and 702nd showed CAP cadets various types of marching drills and styles during the squadron's weekly meeting.

"The trip was a very good experience, especially learning about how the Air Cadets and the Civil Air Patrol were different," noted Cadet Airman 1st Class Christiana K. Richardson. "They are similar in many ways, but in the time we were with them, I learned to call a flight cap a wedge and a service coat a tunic. We have o-flights; they have fam [familiarization] flights. After only a few short days — when it was time to say goodbye — we had become good friends." >> Capt. Cheryl K. Carroll



Cadet Sarah Hlavac of the New York Wing's F. R. Sussey Composite Squadron is treated by military and civilian emergency response and medical personnel for suspected chemical contamination during a disaster exercise in Geddes, N.Y.

personnel put the cadets through a triage, prioritizing their treatment based on the severity of their injuries.

Military medical personnel from the New York Air National Guard's 174th Fighter Wing led the decontamination process, which included medics in full chemical suits washing and sanitizing them. >> 1st Lt. Michael Kieloch

Northeast

New York Wing Cadets Participate in Disaster Drill

NEW YORK – Cadets from the Central New York Group participated in a disaster relief exercise in which civilian Medical Reserve Corps, fire and ambulance personnel were paired with military medical teams from the New York Army and Air National Guard.

The live-action drill held at the New York State Fairgrounds in Geddes, N.Y., simulated an emergency response to a disaster scene. The responders were not briefed in advance that the situation would involve a hypothetical leak of hydrogen fluoride gas, which becomes an acid upon contact with skin.

Cadets from the F. R. Sussey Composite and Syracuse Composite squadrons acted as mock victims. Civilian medical personnel used fake blood and other props to make the cadets appear like real accident victims. Military and civilian

Rocky Mountain

Cadets Meet Navajo Code Talker

COLORADO – Members of the Colorado Wing's Valkyrie Cadet Squadron color guard recently had the unique opportunity to meet retired Marine Corps Sgt. Allen Dale June, 85, one of two remaining members of the original 29 World War II Navajo code talkers.

Though June, who now resides in Longmont, Colo., was punished at school whenever he spoke his native Navajo, he remained fluent in his forbidden language, a rebelliousness that benefited the Allied war effort. As one of the original Navajo code talkers for the U.S. Marines, he helped develop the code from what was basically only a verbal language, a code the Japanese never broke.

The code talkers were able to encode, transmit and decode a three-line English message in 20 seconds. There were eventually about 400 Navajo who served as code talkers during the war, all sworn to secrecy about the program until it was declassified in 1968.

Partly because of the habit of keeping the secret and partly because of a natural humility, June was not one to call attention to his contributions. He became more comfortable with acknowledging his service after receiving the Congressional Gold Medal from President Bush in July 2001. << 2nd Lt. Beth Biscardi



Sgt. Allen Dale June, third from left, and his wife, Virginia, meet members of the Colorado Wing's Valkyrie Cadet Squadron, from left, cadets Chaise Spiegle and Tom Scheffel, chaplain Capt. Gordon Rourk and cadets James Lear and Alec Biscardi.

Southeast

Florida Wing Search and Rescue Unit Locates Missing Aircraft

FLORIDA – Florida Civil Air Patrol Air Rescue members recently located a missing single-engine Beech BE24 aircraft in a remote location in Okeechobee County, Fla., 12 minutes after entering the search grid. Two people on board did not survive the crash.

The SAR began when Maj. Mike Cook, the Florida Wing’s air branch director, instructed the aircrew to proceed to Grid Site 56B and perform a parallel line search. But after only two legs of the search pattern, it became obvious the crew would not be able to complete the grid search before sundown.

Group IV’s Lt. Col. Gary Owen, mission pilot, decided to proceed directly to the coordinates where the aircraft disappeared from radar. With only a few minutes of daylight left, mission observer Sr. Mbr. Jeff Lauk spotted the wreckage. Wing members then helped direct emergency response teams to the remote crash site.

Owen presented a Commander’s Coin of Excellence to mission observers Lauk and Capt. Dave Littlefield, both with the Okeechobee 453rd Composite Squadron, for exemplary performance of duty. >> 1st Lt. John Clark



Photo by Lt. Col. Gary Owen

This Beech BE24, which crashed in a remote area of Okeechobee County, Fla., was located by a Florida Wing aircrew as daylight was fading.



Southwest

Texas Squadron’s New Moniker Honors Korean War Veteran

TEXAS – The Texas Wing’s Tyler Composite Squadron has a new name: Tyler Composite Squadron/Roberts’ Raiders.

Roberts’ Raiders honors squadron member Lt. Col. John Roberts, a Korean War veteran. Roberts led a team of Army Special Forces troops behind enemy lines in North Korea and China, where he was captured and tortured, but later escaped to rejoin his group.

Roberts has given CAP exemplary service for more than 45 years, serving in various positions, including Texas Wing deputy commander.

The squadron has participated in many search and rescue and disaster relief missions, including recent fire watch missions, during which more than 115 hours were flown by squadron flight crews. >> Lt. Col. H.M. “Butch” Ragland

Lt. Col. John Roberts, a Korean War veteran and 45-year CAP member, was honored recently when the Tyler Composite Squadron added Roberts’ Raiders to its name.



Discover all the benefits of **Civil Air Patrol!**



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