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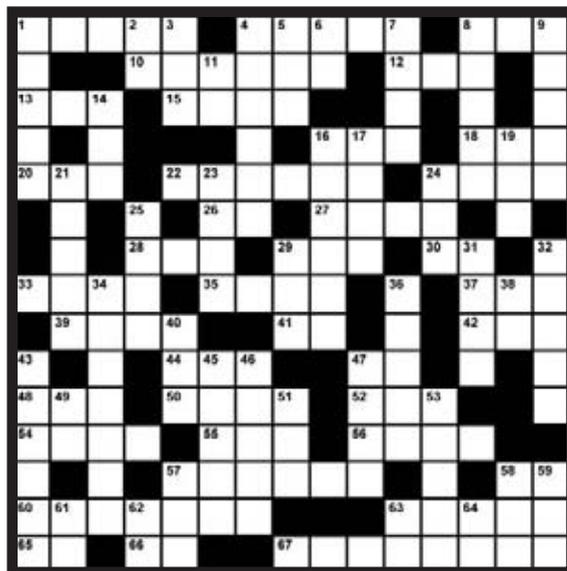


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43 Crossword designer Myles Mellor's first Civil Air Patrol puzzle makes its debut in the July-August issue of the *Volunteer*. Go to page 43 and test your CAP knowledge.

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ON OUR COVER

President George W. Bush congratulates newly graduated 2nd Lt. Hila Levy during the U.S. Air Force Academy class of 2008 graduation ceremony on May 28. This 50th academy class was comprised of 1,012 cadets who will enter the Air Force as second lieutenants. Levy, Civil Air Patrol's 2004 National Cadet of the Year, was the top academy graduate. Earlier in the year, she became the first CAP cadet to receive the Rhodes Scholarship. Photo courtesy of Mike Kaplan, U.S. Air Force Academy

O n G

Aircrews Keep Wa

By Neil Probst

A SEAT (Single-Engine Air Tanker) drops fire retardant on a wildland fire near Spearfish, S.D. Behind the SEAT are South Dakota Wing members who are carrying personnel from the state Wildland Fire Suppression Division.

Photo by 2nd Lt. Nick McFarland, South Dakota Wing

ward

atch Against Fires



At Eglin Air Force Base in Florida, members save the Air Force hundred of dollars per flight hour helping spot fires on the heavily forested base.

In South Dakota, where thunderstorms start a majority of the blazes, CAP members take state firefighters up in Cessnas, and they direct retardant-carrying aircraft above the fires before the planes make their drops.

Out on the Texas prairies, CAP members fly missions to sight wildfires there, too.

In each state, the goal of forest protection is complemented by the joy of community service.

Cost cutter

In 1999, Lt. Col. Douglas Kelley Sr. convinced Eglin's natural resource managers CAP could meet their fire watch needs at a cheaper rate than local, private businesses could. The commander of the Emerald Coast Senior Squadron and later of Group 1 has fulfilled his

A Florida Wing Group 1 aircrew monitors a wildfire on Eglin Air Force Base, a daily mission for members in the Panhandle. Eglin fire officials say Civil Air Patrol saves them up to \$1,000 per flying hour with its assistance on the 464,000-acre base.

pledge to meet Eglin's and the rest of CAP's flying needs in the Florida Panhandle.

At Eglin, a whopping 464,000 acres of often-dry forests keep fire managers busy on a daily basis. CAP members spot fires from Cessna aircraft, then radio coordinates to Eglin officials on the ground.

Does CAP make a difference? Definitely, said Roger Kennedy, aviation program manager for Eglin AFB's Natural Resources branch. Without CAP, Kennedy said, the base would face the likelihood of paying a private company to fly helicopters at \$700 to \$1,200 a flight hour. Instead, the base pays \$78 a

Photos by Group 1, Florida Wing





A secondary mission of Civil Air Patrol members assisting Eglin Air Force Base is to inform base fire managers of the direction and location of smoke during controlled burns. The information CAP volunteers provide helps ensure the safety and protection of people and homes on base.

flight hour for CAP aircraft to monitor fires almost year-round.

“If not for CAP, we would have to depend on range chiefs to report fires, or depend on the public. Or we’d have to send people out to at least two towers to triangulate a degree reading,” Kennedy said.

CAP also helps with smoke management when the base conducts prescribed burns as a way to manage overgrowth in its forests.

“If we’re out burning 1,200 acres, then obviously we’re going to generate a lot of smoke. What CAP does is actually fly over the prescribed burn and tell us what our smoke is doing,” Kennedy said. As a result, the base can be sure fires aren’t heading toward populated areas.

CAP Capt. Ben Poffenberger enjoys serving the base and the country by flying the missions. Poffenberger said about 30 Florida Wing members participate in the missions as pilots, observers and scanners.

“We enjoy flying. We have a lot of camaraderie

within the group and the squadron as pilots and even people who aren’t pilots who like to be a part of the flying,” he said.

T for Texas, and for team

A similar spirit fuels the resolve of Texas Wing volunteers who have assisted the Texas Forest Service with fire detection since 2000.

“We’re their eyes in the sky,” said Lt. Col. Jack Jackson, incident commander and Texas Wing vice commander.

“While they’re out fighting fires, we’re out looking for new wildfires and hopefully finding them early enough that they can be kept small by alerting firefighting crews,” he said.

David Abernathy, incident commander with the Texas Forest Service, said Civil Air Patrol provides three distinct functions for the agency: flying fire detection missions to locate and report unstaffed wildfires as quickly as possible; serving as an aerial platform for tactical guidance and communications for ground crews on fires that are staffed; and providing intelligence to the forest service’s statewide command center to help it determine fire priorities.

CAP members from across the state fly the missions, and about 200 sorties already have been flown this year.

“The Texas Forest Service, they’re the ones that take the brunt of it, they’re the ones that fight the fires, they’re the ones that get the casualties, so they’re the real heroes, but it’s also very rewarding for us to be able to help them any way we can,” Jackson said.

Abernathy said CAP greatly increases the efficiency of state firefighting operations.

“Texas is so vast that requests for state assistance from local fire departments often require hours of travel time by state firefighting ground resources. CAP provides an invaluable resource in gathering timely intelligence for us,” Abernathy said.

The Texas Wing is part of the Governor’s Emergency Management Council, and CAP members there also communicate with the Texas Department of Public Safety — the state police — and local, state and federal fire agencies through the state’s radio interoperability

plan, an arrangement that Abernathy said has worked very well.

Members there are proud to be part of a big team that makes a difference in protecting people and property in the Lone Star State.

“The relationship with the Texas Forest Service, especially, is valued highly and taken seriously. This is a team effort. Those guys do a great job. We make our contribution, but they’re the ones that really do the grunt work, the hard work. We’re both proud and happy to work with them as a partner,” Jackson said.

Red sky

In South Dakota, members often find themselves seeing red.

Aircrews there see forest fighting literally unfold right before their eyes as they carry firefighters from the state Wildland Fire Suppression Division in their Cessnas.

Ahead of them fly single-engine aircraft called SEATs (single-engine air tankers) — and sometimes larger bombers — trailing red clouds of retardant. The retardant is used to help firefighters suppress fires below.

“Texas is so vast that requests for state assistance from local fire departments often require hours of travel time by state firefighting ground resources. CAP provides an invaluable resource in gathering timely intelligence for us.”

— David Abernathy, Texas Forest Service incident commander

To say it’s a thrill for aircrews is an understatement.

“Watching a tanker drop retardant on a fire is exciting,” said Col. Mike Beason, South Dakota Wing commander, who occasionally pilots the missions.

Beason said last year a blaze burned 33 homes, the largest number of homes lost in a wildfire in South Dakota history, so he knows members are helping protect lives and property.

“When we can do this kind of mission, it’s a really good feeling knowing we are helping our fellow citizens in the state,” said Beason. ▲



Photo by 1st Lt. Richard Wilson, Florida Wing

Capt. David Hyden of the Florida Wing prepares to fly a fire patrol mission above Eglin Air Force Base. The wing has been flying fire patrol missions consistently since 1999, when Lt. Col. Douglas Kelley Sr. convinced Eglin’s natural resource managers that CAP could meet their fire watch needs at a cheaper rate than local, private businesses could.



Civil Air Patrol owes its success to its 56,000 members, who donate their time, talent and energy to serving the citizens of their communities above and beyond. Without them, there would be no CAP. The Air Force, Congress and other supporters also have a significant impact on our success. Strong and mutually beneficial working relationships are instrumental to organizations.

As such, partnerships help form the core of our existence by providing CAP missions and the support to execute them. For example, Cessna is a valued CAP supplier. But our relationship runs much deeper than that. Cessna chose CAP as the recipient of the 8,000th single-engine aircraft produced in Independence, Kan., and, to further show its support, planned a noteworthy event to mark the occasion when the airplane rolled off the assembly line. During that ceremony, I asked Cessna's senior leaders for other support — for our safety officers to work together for everyone's mutual benefit and for Cessna to assist CAP by bringing G-1000 training to our summer conference. We are fulfilling both of these dreams this year!

Worcester Wreath Co., another visible, enthusiastic CAP partner, has expanded its support by more than doubling its contribution to local CAP squadrons for Wreaths Across America sponsorships. What began in 1992 as a wreath-laying ceremony held at Arlington National Cemetery became Wreaths Across America 14 years later when Worcester's support of this annual wreath-laying ceremony embraced all veterans cemeteries across America. With sponsorships now in the mix, this flagship community service project honoring America's fallen heroes also provides squadrons critical support for other ongoing projects.

Evergreen Aviation is also an outstanding example of the value and significance of our corporate partnerships. Initially a supporter and partner with the Oregon Wing's McMinnville Composite Squadron, the company is launching the Capt. Michael King Smith Evergreen Aviation Academy, which will introduce cadets to the leadership, business, ethics and operational knowledge required for success in the aviation industry. Evergreen Wilderness Survival Academy will be set up this summer to be ready for cadets in 2009, and it will complement more than 30 cadet special activities held annually in locations across America.

A mentor and friend who is CEO of a multibillion-dollar publicly traded company recently shared with me the following quote by Richard E. Farson in a *Saturday Review* article from 1969. Its message is particularly applicable to CAP and the work we are able to perform through corporate partnerships: "The great frontier today is the exploration of the human potential: man's seemingly limitless ability to adapt, to grow, to create his own destiny. There is much to learn, but we already know this: The future need not happen to us; we can Make It Happen!"

I commend our volunteers and our corporate partners for their commitment to finding and nurturing the best vector for CAP. Let's continue to Make It Happen!

Always vigilant!

Brig. Gen. Amy S. Courter

Interim CAP National Commander



Homes are pushed against a railroad bridge in Cedar Rapids, Iowa. Across the state, CAP volunteers took more than 1,000 photographs for the Iowa Department of Homeland Security and Emergency Management Division as well as the National Weather Service.

Iowa Under Water

Little did Cadet Airman Katelyn Mishmash know when she reported for duty at the Emergency Operations Center in Cedar Rapids, the day would be like no other she's ever experienced.

While manning the security desk in the wake of flooding that has devastated the state, Mishmash was greeted by President Bush.

The president was in town visiting with citizens of Cedar Rapids, one of the cities hit hardest by recent floods; he was exiting the EOC when he approached her.

"I was very shocked," Mishmash said.

"I actually got to talk to him for about 15 seconds. He noticed I was in Civil Air Patrol and said, 'Civil Air Patrol, outstanding,' and thanked me

By Capt. Christopher Colvin

Homeland Security praises CAP

for my help during the floods,” Mishmash said.

For Mishmash, meeting Bush was the icing on the cake on a day in which she also met the state’s governor and lieutenant governor, Iowa City’s mayor, a U.S. Army Corps of Engineers brigadier general and several other VIPs.

“This experience is one I will remember for the rest of my life. When I first joined Civil Air Patrol, I never imagined I’d be shaking hands with the president of the United States,” she said.

Bush also met Maj. George Cobley, 2nd Lt. Michael Dzado and Sr. Mbr. Brian Mishmash, Katelyn’s father.

Bush arrived at the peak of flooding in Iowa, where 80 of the state’s 99 counties were declared disaster areas.

Congressmen Soar

Following the disaster, CAP members stepped up to help communities across the state.

Iowa Wing aircrews have flown more than 15 missions and delivered more than 1,800 photographs of damage across the state to the Iowa Department of Homeland Security and Emergency Management Division (HSEMD) and the National Weather Service.

CAP’s aircrews documented critical infrastructure in hard-hit areas, work that aids HSEMD significantly, said Joyce Flinn, an official there.

“Partnership with the Civil Air Patrol provided critical information in both response and recovery,” Flinn said.

Aerial tours were also flown to give lawmakers a bird’s-eye view of the damage. Iowa U.S. Sens. Tom Harkin and Chuck Grassley flew over Ankeny, Mason City, Charles City, Nashua, Waverly and Des Moines. Iowa U.S. Rep. Steve King also surveyed the damage by flying with a CAP aircrew.

“As I traveled across north central Iowa, I was struck by the magnitude of damage throughout the state and by the families who were continuing to struggle to



Photo by Capt. Christopher Colvin, Iowa Wing

Sen. Tom Harkin, left, and Sen. Chuck Grassley were flown over flood-ravaged Iowa by Civil Air Patrol Capt. Kim Kirschman. Both senators expressed thanks for the flight, which helped them determine the needs of flood victims across the state.

recover from this terrible disaster,” said Harkin, who vowed to ensure that immediate relief was provided to the families.

“The extent of the damage was mind-boggling. This historic flooding caused so much hurt and damage throughout Iowa,” said Grassley. “The Civil Air Patrol’s flight service allowed us to bring Iowans’ concerns to Washington.”

CAP’s North Central Region Commander Col. Steve W. Kuddes also praised the effort.

“The professionalism and dedication of the members of the Iowa Wing and its commander were very evident by their actions,” he said. “They did an outstanding job of being proactive in a difficult situation.” ▲

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Photo by 2nd Lt. Kent Hornor, Colorado Wing

National Response

Floods call 10 CAP wings into action

By Neil Probst

“Steamboat Pilot & Today” featured the above photo taken by a Civil Air Patrol aircrew in a May story about flooding on the Elk River. The Colorado Wing flew several flights to assist the state with damage assessment.

A

As waters on rivers across the country overflow and flood homes, CAP volunteers are soaring countless hours in Gippsland GA8 Airvans and Cessna 182 Skylanes to fly emergency managers above rivers and shoot aerial photography for state and local agencies.

In Colorado, where the “Steamboat Pilot & Today” newspaper published Civil Air Patrol-provided photographs in its May 22 online edition, the newspaper reported that warming temperatures were causing rapid snowmelt, leading to some of the overflow.

Following a request from the state Division of Emergency Management, members there launched five flights to survey river flooding in Routt and Gunnison counties and landslides in Archuleta County near Pagosa Springs that damaged a large natural gas distribution line.

On at least one flight a Gunnison County emergency manager and a road and bridge supervisor rode inside a CAP aircraft to view flooding. “The pilot was awesome,” said Scott Morrill, Gunnison County emergency manager, following a CAP flight piloted by 1st Lt. Roy Leeling. “He was able to get us into the areas of interest very safely. His flying experience in the high mountains of Colorado was very obvious. He bent over backwards to make sure we had the photos we needed at the right angle.”

In Idaho, meanwhile, the Kootenai County Sheriff’s Department requested a flight above floodwaters along the Coeur d’ Alene River in the northern panhandle.

A sheriff’s deputy and a Civil Air Patrol aircrew member took photographs during the mission after it was approved by the Idaho Department of Homeland Security, said incident commander Lt. Col. John Grubb.

“They had a lot of pictures of houses that were surrounded by water and roads that were washed out,” Grubb said.

“I specifically asked if the customer was happy, and the crew told me he was,” he said.

RICE CRISIS

In Arkansas, members also flew state officials, members of the Federal Emergency Management Agency and the Small Business Administration and a member of Gov. Mike Beebe’s staff.

Maj. Joel Buckner flew governor’s staff member Jon Moran above the White River, which Buckner said was about eight miles wide. It’s normally no more than a quarter-mile across.

Buckner said in Arkansas, not only are homes affected, but also the state’s signature crop — rice — is in danger.

“If that water doesn’t get out of here soon, we’re not sure whether we’re going to be able to get a rice crop in, and if we can’t get a rice crop in, the economic impact will be in the millions,” Buckner said.

As the Colorado, Idaho and Arkansas efforts show, CAP’s missions continue to become more diverse.

Flooding has kept members in Missouri, Maine and Nebraska busy as well.

LATEST FLOOD MISSIONS

Additional wings were active very recently. Below are air sorties flown, hours aloft, and number of ground sorties at press time according to the most recent statistics from the CAP National Operations Center.

Indiana Wing: air, 5 sorties, 13.4 hours; ground, 14

Iowa Wing: air, 16 sorties, 31.6 hours; ground, 2

Wisconsin Wing: air, 1 sortie, 3.2 hours; ground, 100

South Dakota Wing: air, 3 sorties, 6.5 hours

AWESOME ASSET FOR COMMUNITIES

In 2007 CAP flew more than 4,500 hours of damage assessment on wild-fire missions in California, Florida, Georgia, South Dakota, Utah and Texas, and flooding missions in Iowa, Kansas, Nebraska, Oklahoma, South Dakota, Minnesota and Washington.

This year, CAP has flown more than 2,800 hours, primarily to support more wildfire and flooding missions as well as damage assessment following tornadoes in Alabama, Arkansas, Indiana, Kentucky, Missouri, Mississippi, Nevada and Tennessee.

CUSTOMER SERVICE

According to WMIRS, CAP's Web Mission Information Reporting System, Missouri Wing CAP volunteers flew nearly 15 hours recently following floods.

Members flew missions in at least six counties for customers that included county emergency management agencies and the Missouri Water Patrol.

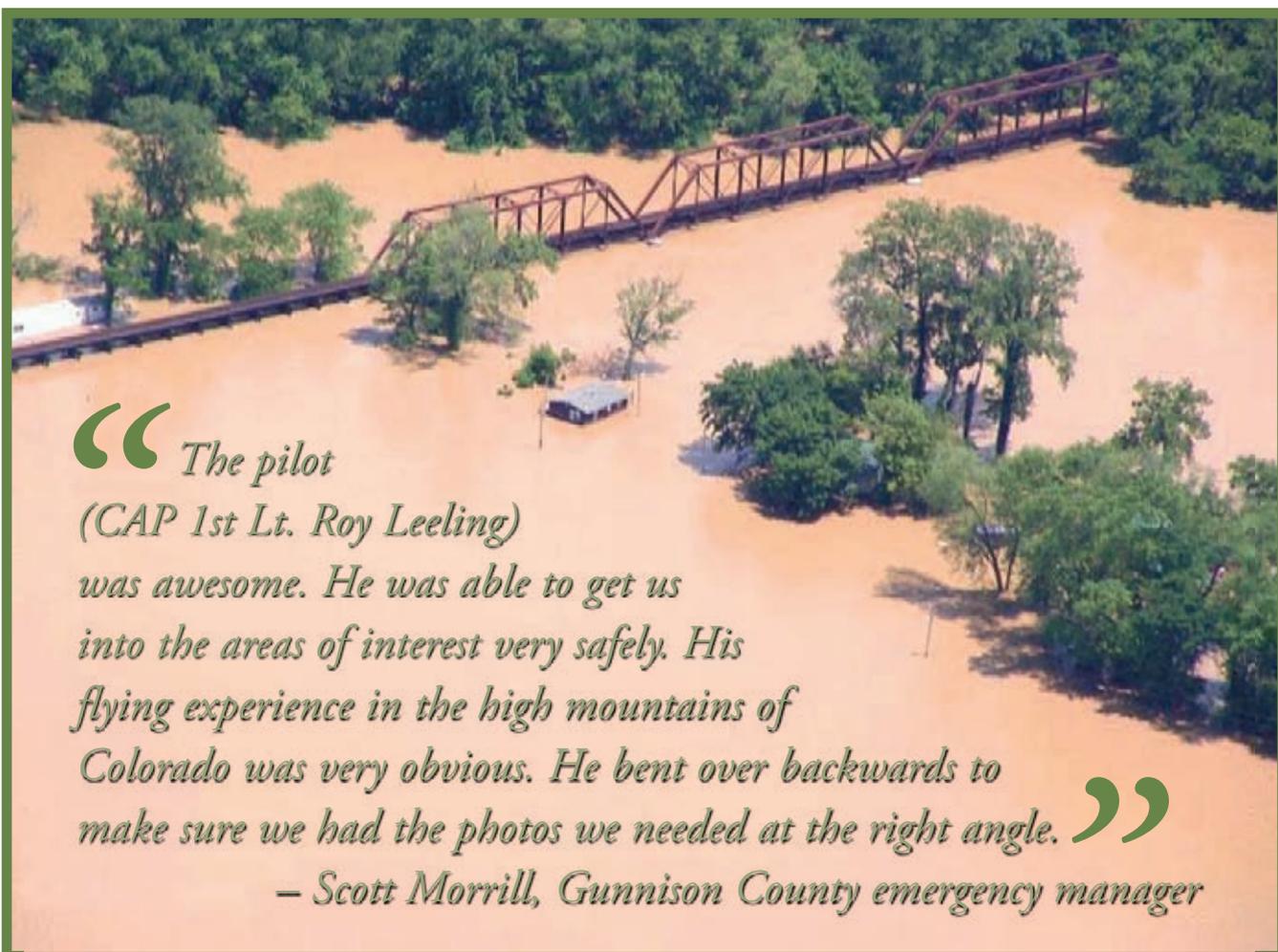
In Maine, post-flood missions kept aircrews aloft for at least 30 hours; they, too, flew FEMA personnel above flood areas and soared three hours above the Saint John River performing aerial reconnaissance for the U.S. Army Corps of Engineers.

And in Nebraska, an aircrew flew a six-hour reconnaissance flight above the Republican River following a request for photos and video from the Nebraska Emergency Management Agency.

Buckner said the missions members are performing coast-to-coast assist local and state communities as well as the U.S. military in assessing the damage.

He said he believes if Civil Air Patrol didn't assist with such missions, the work would likely fall into the hands of already-overtaxed state national guards.

"We contribute to national defense by freeing up the regular military services to do the jobs only they can do. That's our direct contribution," Buckner said. ▲



*“ The pilot
(CAP 1st Lt. Roy Leeling)
was awesome. He was able to get us
into the areas of interest very safely. His
flying experience in the high mountains of
Colorado was very obvious. He bent over backwards to
make sure we had the photos we needed at the right angle. ”*

— Scott Morrill, Gunnison County emergency manager

This image of Greene County, Ind., was one of many statewide flooding scenes Indiana Wing members photographed for the state Department of Homeland Security during nearly 15 hours of aerial reconnaissance and damage assessment across the state in June. CAP aircrews also flew an AT&T employee who was assessing damage to phone lines.

Photo by Lt. Col. Larry Lopshire, Indiana Wing

CIVIL AIR PATROL volunteer



Civil Air Patrol is focused on accountability, because public trust is essential to our success. That's why CAP is striving to better serve America by exercising good stewardship and ethical behavior at every level.

Accountability, which begins with an ethics policy for both CAP employees and members, also emphasizes the safety of CAP's more than 56,000 members, the proper management of CAP's federal money and effective maintenance of CAP's fleet of 530 aircraft and other property assets.

Measures that are being taken to achieve higher levels of accountability in these areas include:

- Introducing, confirming and strengthening Civil Air Patrol's policy of maintaining the highest standards of ethical conduct among its members through CAPR 50-4. Compliance with this regulation is mandatory for all CAP members, regardless of position or duty assignment. All National Headquarters employees are held to these same standards of ethics.
- Developing a safety-first attitude nationwide, which is now an integral part of all CAP activities. This is especially evident during high-activity summer months, when most bodily injury mishaps occur. New CAP programs stress the use of protective equipment and proper hydration, with special emphasis on risk management for summer activities.
- Adoption of the Wing Banker Program by every CAP wing. Through this consolidated financial management program, CAP can attain an unqualified audit, which will build public trust by establishing unquestionable accountability. As an added bonus, it also will position CAP to be eligible for additional grant money.
- Creating a new Web-based property and inventory management system, which combines all of CAP's property management functions into a single database capable of managing all property assignments and property actions. The system will provide real-time visibility of equipment location and status, thus improving accountability, and it will help CAP forecast equipment life cycles. The consolidated aircraft maintenance program also is helping improve CAP's fleet management. Since contract facilities are selected through a competitive bid process, CAP is assured of receiving the very best prices for parts and labor.

These measures provide critical information on an ongoing basis to the public and, in the process, establish accountability, public trust and, ultimately, potential funding. With the public's support, CAP can continue to focus on what it does best — serve America's communities ... above and beyond!

Don Rowland

Executive Director

1,000,000

Air Force, CAP mark millionth
Global War on Terror sortie



Photo by Steve Cox, CAP National Headquarters

Maj. John Henderson, right, co-pilot of the Gippsland GA8 Airvan, consults a map during the mock intercept flight as pilot Col. Gene Hartman looks on.

By Steve Cox

It was a sky-high celebration of a U.S. Air Force milestone — the millionth sortie in support of the Global War on Terror. But it was no big deal to at least one Civil Air Patrol pilot.

“We do it a lot,” said Col. Gene Hartman, two hours after the Gippsland GA8 Airvan he piloted was on the receiving end of a dazzling display of U.S. air power near the nation’s capital.

Two D.C. Air National Guard F-16 Fighting Falcons scrambled out of Andrews Air Force Base in Maryland, then encircled the CAP plane as it orbited above the gently rolling Piedmont region of Virginia. Within seconds of their arrival, the sky was buzzing with the roar of the lightning-quick jets, which circled the plane several times before pushing it out of the training airspace.

The aerial acrobatics were part of Operation Noble Eagle, North American Aerospace Defense Command (NORAD)'s commitment to protect American skies that began on Sept. 14, 2001. Since the terrorist attacks on Sept. 11, 2001, the Air Force has flown over a million missions in the Global War on Terror.

The millionth Operation Noble Eagle sortie was flown April 19 out of Balad Air Base in Iraq by a 421st Expeditionary Fighter Squadron from Hill Air Force Base in Utah. The squadron's mission was to provide close air support to U.S. Army ground units by identifying explosive devices and device emplacements near Balad Air Base.

The mock intercept of the Civil Air Patrol plane helped commemorate the Air Force's milestone flight. It was the centerpiece of the April 29 celebration, which was recorded by Fox News in Washington.

Jennifer Griffin, national security correspondent for Fox, rode one of the 113th Fighter Wing F-16s that flew over national landmarks in New York City, while her producer, Justin Finkel, and a Fox cameraman boarded a 459th Air Refueling Wing KC-135 tanker to record refueling of the two F-16s high above the Chesapeake Bay. Another Fox cameraman and a sound man hitched a ride in CAP's GA8. Live reports from Andrews AFB the next day on "Fox & Friends" and other Fox News shows, as well as the Fox News Web site, reached an estimated 6.4 million viewers.

CAP active on homefront

April 29 was just another day of flying for Hartman, a veteran of the Air Force and Air National Guard who now serves as homeland security director for CAP's Middle East Region. "We've been doing this since shortly after 9/11," said Hartman, a slim,

fit retired pilot from Springfield, Va., who donned his favorite bright orange driving gloves for the historic intercept flight. "We do this at least once a month," he said. "There are a lot of homeland security-type things we do."

Maj. John Henderson of CAP's Maryland Wing was Hartman's co-pilot. It was the first intercept mission for Henderson, a tall, imposing man with neatly cropped hair who serves as his wing's deputy chief of staff for special missions. "We're just getting involved with these missions now, so I wanted to get the experience," he said.

Henderson, a Baltimore firefighter who regularly flies for Civil Air Patrol, was impressed to be part of the intercept flight. "It looked pretty good, actually," he said afterwards, as he posed with Hartman for a photo near the same F-16s that had chased him earlier in the day.



Col. Gene Hartman



Maj. John Henderson

One or two sorties a day

Members of the 113th Fighter Wing at Andrews AFB scramble one or two sorties a day in defense of U.S. airspace. They also regularly train with CAP's citizen volunteers to test their threat-intercept procedures. The April 29 intercept was typical, despite its historic significance.

In the beginning, crosswinds on the Andrews airstrip were a concern, delaying the flight for about 30 minutes. The whipping winds were evident throughout much of the afternoon, rocking the Gippsland GA8 Airvan as it was boarded outside the CAP hangar at Andrews.

The intercept at a glance

1248: Hartman cranks the engine and a series of flight checks begins. He then rolls the GA8 toward the airstrip, where Henderson points out an Air Force One “touch-and-go” on the runway, directly in front of the CAP plane. It appears Air Force One pilots are taking advantage of the windy conditions to practice approaches and takeoffs.

1305: “CAP Flight 9908, you’re cleared,” radios the Andrews AFB control tower. With that, Hartman gently guides the GA8 toward the runway. A lot of traffic is ahead of the aircraft.

1310: The KC-135 tanker moves slowly toward the end of the airstrip, slightly ahead of the CAP plane but behind the F-16s, which are stacked side by side, ready for takeoff. “We’re a little behind the power curve time-wise,” says Hartman, “but this is better than being in the air and in a holding pattern.”

1320: The F-16s (with Griffin in tow) bolt down the runway and leap into the gray sky almost simultaneously, one right after the other. Minutes later, the huge refueling tanker moves toward the runway in front of the GA8.

1336: The GA8 is standing by near the end of the airstrip as the tanker moves almost effortlessly down the runway, slowly lifting into the sky. Soon afterward Hartman radios the tower. “Into position and hold,” he says, before going through another series of checks with Henderson.

1340: Air Force One touches down, just over the left wing of the GA8. Almost immediately, the words “clear for takeoff, 9908” come from the tower. With that, Hartman quickly moves into position at the end of the runway. Two minutes later, the GA8 is airborne. Hartman steers the aircraft to

An Air Force F-16 Fighting Falcon approaches a CAP Gippsland GA8 Airvan during a mock intercept exercise staged to celebrate the millionth sortie flown by the Air Force in the Global War on Terror.

the left, which provides a quick look at Air Force One parked just outside its massive hangar.

1350: The CAP GA8 is humming along the wind-whipped Potomac River. As the aircraft moves farther away from Andrews, visibility improves.

1405: Hartman announces the aircraft is moving into the Farmville MOA (military operating area), a golf-club-shaped chunk of airspace over Virginia where the intercept is to occur. Farmland lies below, gently rolling land with a picturesque country estate every mile or so. The fields surrounding the farmhouses are a canvas of earth colors, from dusty brown to lush green. They give the ground the patterned look of a patchwork quilt.

1410: The GA8 orbits at about 4,000 feet, floating right under the thick wall of clouds as the plane heads south, farther into the MOA. Thirty minutes later, Hartman makes radio contact with the F-16s and goes into a holding pattern. The F-16s are apparently en route from New York City to Chesapeake Bay, where they will rendezvous in midair with the KC-135 for refueling.

1455: The holding pattern continues, with Hartman meticulously steering the GA8 in a circle.

1508: After about a dozen turns over the Farmville MOA, the two F-16s are sighted on radar, an estimated eight miles from the GA8. “They’re right on top of each other,” says Henderson. Moments later, the F-16s are buzzing all around the GA8, skating along the rim of the clouds in front of the aircraft before dipping down behind it, casting a fast-moving shadow over the farmland below. “That’ll definitely get your attention,” says Henderson. Hartman estimates the F-16s are traveling around 200 mph while the CAP plane is orbiting along at a steady 115 or so.

1510: One of the F-16s moves closer to the GA8,

several thousand feet off the left wing. The sun peeks through the clouds, splashing across the F-16’s right wing as the pilot tilts it up and down toward the GA8. This creates a waving effect, intended to get the GA8 to follow the F-16 out of the area.

1512: “Thanks for the skyhook,” radios Hartman, before pulling the GA8 back toward Andrews AFB. “Let’s go home,” he says to the aircrew. “We’re done.”

1545: The sun breaks through the clouds on the long flight back to Andrews, but all is quiet in the cockpit of the GA8. Hartman steers the plane effortlessly out of the Farmville MOA, back across the Potomac. The sun illuminates the shallow water, which is not moving as much as before now that the wind has died down.

1552: The GA8 approaches Andrews. Henderson consults a map in preparation for the descent. About 20 minutes later, word comes from the control tower that it is OK to land. Hartman starts a slow descent toward Andrews.

1618: “Airport in sight,” says Henderson, who then makes a quick round of pilot checks. “Landing checklist complete,” announces Hartman, as he begins his approach.

1627: The GA8 floats softly down onto the huge runway. It is a flawless landing. Seconds later, Hartman taxis the plane off the airstrip and heads toward the CAP hangar. “CAP 9908 is clear of the runway,” he signals to the tower.

1630: Harman parks the GA8 near the hangar and removes his orange gloves.

The Operation Noble Eagle celebration flight was officially over. Another mission was complete.

One million sorties and counting ... ▲

Combat Readiness



*By Capt. James Shepard,
1st Lt. Don Penven and
Kimberly L. Wright*

CAP flew 19 close air support sorties — air action by fixed or rotary-winged aircraft against hostile targets in close proximity to friendly forces.

CAP Gives
North Carolina
Air National
Guard a
Battlefield
Advantage

Twelve CAP mission pilots and observers from the North Carolina Wing, members of the Winston-Salem Composite Squadron, spent a weekend helping boost combat readiness for the nation's armed forces.

The members flew 19 close air support sorties in a Cessna 172, totaling 22.2 hours, in partnership with the North Carolina Air National Guard's 118th Air Support Operations Squadron based in Stanly County, N.C., in support of Operation Southbound Trooper, a perennial military training exercise. According to the U.S. Department of Defense, close air support is air action by fixed or rotary-winged aircraft against hostile targets in close proximity to friendly forces.

Photos by 1st Lt. Don Penven, North Carolina Wing

Bird's-Eye View

In this simulation, the CAP aircraft gave the Air National Guard's joint terminal attack controllers a chance to experience finding a target from the air that the ground teams had described by radio from the ground.

The Air National Guard squadron is trained to guide combat aircraft over hostile territory to visually verify enemy activity. The controllers coordinate these missions from ground positions near enemy positions, visually assessing ground threats while communicating with and providing terminal control of aircraft. Good training is critical, because their reconnaissance and communication affects the safety and effectiveness of both air and ground military personnel.

The sorties included familiarization flights over heavily wooded terrain that comprises much of Fort Pickett, enabling the controllers to compare and contrast what is on tactical maps with what the training area really looks like from above.

Many trainees were surprised by how big the area

actually was and the difficulty of identifying small targets from the air. They also found it immensely helpful to find that the reality of the terrain was not always as depicted on the chart — for instance, not all bodies of water were charted.

“Most of the controllers have never flown in small, single-engine aircraft, so initial flights were conducted mostly to permit observers the opportunity to get used to seeing the terrain from the air. It was an eye-opener for many,” said Keith Hunt, a second lieutenant with the Winston-Salem Civil Air Patrol squadron and a North Carolina Air National Guard member.

Airborne missions also included training for controllers who direct fast-attack aircraft to a target and simulating a convoy escort using Air National Guard spotters looking for hazards, suspicious vehicles and enemy

2nd Lt. Keith Hunt, left, who is also an Air Force SMSgt., and Lt. Col. William Hawke review the weather forecast before launching a sortie during Operation Southbound Trooper.



personnel waiting in ambush. In addition, ground-based controllers were provided real-time feedback on how well they had done their job.

Later in the event, the Fort Pickett range went “hot” as live ammunition, including 5.56 and 7.62 mm from ground-based units, were used against targets. At one point some of the controllers occupied an observation point and began calling in MH-60s from the U.S. Navy to conduct live-fire support above the ground teams.

CAP aircraft orbited well away from the hot area, allowing the onboard trainees a view of the engagement from a vantage point they do not usually have.



Maj. Neil Brock, left, Capt. Eric Orgain and Capt. David Rodwell participated in Operation Southbound Trooper, a military training exercise.

Best Foot Forward

Participation in the exercise was “exciting and nerve-racking at the same time,” said Capt. Rick Shoffner of North Carolina Wing’s Winston-Salem Composite Squadron, who served as mission pilot. “Being our first participation in an event of this kind, it was important to put our best foot forward in the company of so many other military organizations.”

CAP’s military partners for the event stated CAP members were “very cautious” and gave “diligent atten-

tion to detail.”

CAP members were enthusiastic about the opportunity to serve: “It felt great to be able to expand on CAP’s typical search and rescue preparedness and to serve in a capacity that strengthens the country’s homeland security capabilities,” Shoffner said. ▲

Lt. Col. William Hawke, Maj. Glen Peting, Capt. Rick Shoffner and 2nd Lt. Keith Hunt, all of the North Carolina Wing, contributed to this report.

Cost-Effective Training

CAP 2nd Lt. Keith Hunt, North Carolina Wing, introduced the idea of tapping into the cost-effective air and ground assets and volunteer expertise within CAP in an effort to provide unique and beneficial learning experiences to the Guard’s Joint Terminal Attack Controller trainees, while enabling CAP members to support their military brethren in an important and meaningful way.

To make the homeland security-funded missions a reality, more than three months of preparation and planning were required, involving hundreds of man-hours.

“In addition to all the great interagency training experienced by CAP, North Carolina Air National Guard and others, CAP personnel gained valuable experience in planning and deploying as a unit in support of the Operation Southbound Trooper exercise,” said Maj. Glen Peting, commander, Winston-Salem Composite Squadron.

Maj. Steven Francis of 118th ASOS said the Air National Guard will use this ability to train controllers on weekends. The CAP aircraft provide a great tool for the airspace familiarization and initial communications training required in developing a controller, he said.

“With 10 percent of the usual effort required and 2 percent of the cost, we get an 80-percent solution for close air support training,” Francis said.



Photo by Susan Robertson, CAP National Headquarters

CAP, AFA Celebrate Aerospace Education Day

Former CAP Executive Director Bob Brooks and his wife, Pat, portray Wilbur Wright and his sister, Katherine, as they present the history of aviation and of Maxwell Air Force Base, Ala., to area students. The Brookses were among participants in an Aerospace Education Day celebration sponsored recently by the Air Force Association and Civil Air Patrol. The event was held at Maxwell AFB.

Late Commander Inducted into Hall of Fame

The late Col. Randolph Battle was inducted into the South Carolina Aviation Association's Hall of Fame during the group's annual Aviation Conference in Hilton Head, S.C. Battle's lifetime commitment to aviation and public service included a 60-year career in aviation. He served as CAP's South Carolina Wing commander and as an adviser to the Middle East Region commander. He served in the U.S. Army Air Corps in the Philippines during World War II. He also was instrumental in creation of the Marion County, S.C., airport. In addition, he was a flight instructor for many years, nurturing the love of aviation in countless people, young and old.



Photo courtesy of South Carolina Aviation Association

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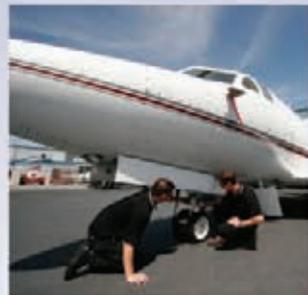
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Back for more

Tornadoes strike
again; members
rise to occasion

By Neil Probst



Photo by Maj. Blake Sasse, Arkansas Wing

Maj. Bobby Allison, left, and Capt. Adam Boyd inspect a plane crushed by a hangar on April 5 on the flight line at North Little Rock Municipal Airport.

An Iowa Wing aircrew's photograph shows damage in Parkersburg, where the National Weather Service reported 100 to 200 homes destroyed.



Photo by Col. Gene Kellogg, Iowa Wing

A mile wide and 43 miles long. Describing just about anything of these dimensions would seem impressive. In Iowa, “depressing” is a better word. “I’ve seen a lot of tornadoes from the ground and the air. This is positively the worst widespread damage I’ve seen in my 34 years of emergency services and damage assessment,” said Col. Gene Kellogg, an Iowa Wing aircrew member who took photos of a massive tornado track along with two fellow members, pilot Maj. George Cobby and scanner Sr. Mbr. Rick Lewis, after the twister struck in late May.

CAP volunteers from Iowa and several other wings across the nation recently found themselves again amid and above tornado damage.

In Iowa alone, the National Weather Service reported 100 to 200 homes destroyed. Media reports there showed that even residents taking shelter in under-

ground basements weren’t necessarily safe.

Virginia Wing members flew in late April above neighborhoods where houses were just piles of splinters, some of the debris left floating in nearby waters.

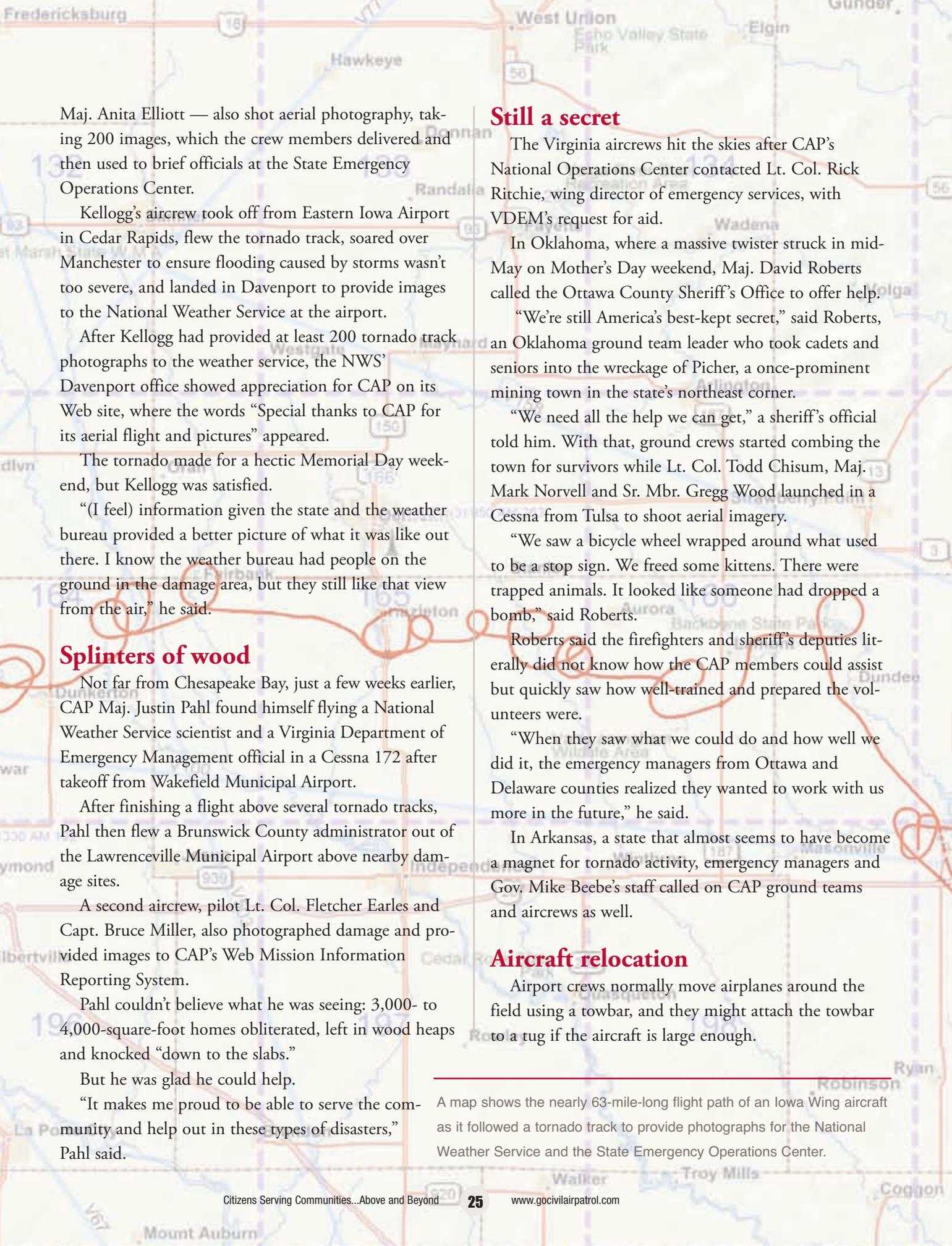
In an instance of déjà vu on a positive note, CAP members once again found themselves not just shooting aerial photography — as Missouri and Georgia CAP volunteers did for their county and state emergency management agencies in May — but also ferrying the National Weather Service above damage and providing photography to offices on the ground.

When early April twister winds set off emergency locator transmitters at an Arkansas airport, members assisted there, too.

No escape

The twister track Kellogg’s aircrew followed in a Garmin G1000 Cessna 182 was left by a F5 tornado packing at least 205-mph winds.

A second Iowa aircrew — pilot Capt. Kim Kirschman, observer 1st Lt. Tony Short and scanner



Maj. Anita Elliott — also shot aerial photography, taking 200 images, which the crew members delivered and then used to brief officials at the State Emergency Operations Center.

Kellogg's aircrew took off from Eastern Iowa Airport in Cedar Rapids, flew the tornado track, soared over Manchester to ensure flooding caused by storms wasn't too severe, and landed in Davenport to provide images to the National Weather Service at the airport.

After Kellogg had provided at least 200 tornado track photographs to the weather service, the NWS' Davenport office showed appreciation for CAP on its Web site, where the words "Special thanks to CAP for its aerial flight and pictures" appeared.

The tornado made for a hectic Memorial Day weekend, but Kellogg was satisfied.

"(I feel) information given the state and the weather bureau provided a better picture of what it was like out there. I know the weather bureau had people on the ground in the damage area, but they still like that view from the air," he said.

Splinters of wood

Not far from Chesapeake Bay, just a few weeks earlier, CAP Maj. Justin Pahl found himself flying a National Weather Service scientist and a Virginia Department of Emergency Management official in a Cessna 172 after takeoff from Wakefield Municipal Airport.

After finishing a flight above several tornado tracks, Pahl then flew a Brunswick County administrator out of the Lawrenceville Municipal Airport above nearby damage sites.

A second aircrew, pilot Lt. Col. Fletcher Earles and Capt. Bruce Miller, also photographed damage and provided images to CAP's Web Mission Information Reporting System.

Pahl couldn't believe what he was seeing: 3,000- to 4,000-square-foot homes obliterated, left in wood heaps and knocked "down to the slabs."

But he was glad he could help.

"It makes me proud to be able to serve the community and help out in these types of disasters," Pahl said.

Still a secret

The Virginia aircrews hit the skies after CAP's National Operations Center contacted Lt. Col. Rick Ritchie, wing director of emergency services, with VDEM's request for aid.

In Oklahoma, where a massive twister struck in mid-May on Mother's Day weekend, Maj. David Roberts called the Ottawa County Sheriff's Office to offer help.

"We're still America's best-kept secret," said Roberts, an Oklahoma ground team leader who took cadets and seniors into the wreckage of Picher, a once-prominent mining town in the state's northeast corner.

"We need all the help we can get," a sheriff's official told him. With that, ground crews started combing the town for survivors while Lt. Col. Todd Chisum, Maj. Mark Norvell and Sr. Mbr. Gregg Wood launched in a Cessna from Tulsa to shoot aerial imagery.

"We saw a bicycle wheel wrapped around what used to be a stop sign. We freed some kittens. There were trapped animals. It looked like someone had dropped a bomb," said Roberts.

Roberts said the firefighters and sheriff's deputies literally did not know how the CAP members could assist but quickly saw how well-trained and prepared the volunteers were.

"When they saw what we could do and how well we did it, the emergency managers from Ottawa and Delaware counties realized they wanted to work with us more in the future," he said.

In Arkansas, a state that almost seems to have become a magnet for tornado activity, emergency managers and Gov. Mike Beebe's staff called on CAP ground teams and aircrews as well.

Aircraft relocation

Airport crews normally move airplanes around the field using a towbar, and they might attach the towbar to a tug if the aircraft is large enough.

A map shows the nearly 63-mile-long flight path of an Iowa Wing aircraft as it followed a tornado track to provide photographs for the National Weather Service and the State Emergency Operations Center.

At North Little Rock Municipal in Arkansas, a tornado lifted a DC-3, a twin-propeller taildragger, and carried it across the airport about 300 to 400 yards before putting it down again, said Maj. Bobby Allison.

The DC-3 picked up a single-engine Piper in the process, taking it along for the ride.

Civil Air Patrol cadets found the Piper upside down with its ELT whirring. They crawled inside to turn it off.

Another aircrew flew a member of Beebe's staffs on a mission to survey damage to a mobile home park in

Saline County.

At the North Little Rock airport, Allison was proud to assist in putting as much closure on the storm as possible.

"That's the whole reason I'm in CAP and why I do this. I enjoy that sort of thing. There is a sense of accomplishment, even though it was a bunch of false alarms and wrecked aircraft," he said. ▲

Maj. Blake Sasse of the Arkansas Wing and Lt. Col. Linda J. Utting of the Virginia Wing contributed to this report.

Photo by 2nd Lt. Kelly Deeds, Missouri Wing



Missouri Wing members took photographs of tornado damage in Newton County, where CNN reported 10 residents were killed, for the Newton County Emergency Operations Center. Aircrew member 2nd Lt. Kelly Deeds took about 300 pictures during the sortie.

Virginia Wing aircrew photos show some of the devastation caused by tornadoes that struck Suffolk in the state's southeast section.



Photo by Capt. Bruce Miller, Virginia Wing

Introducing Hila Levy

... CAP's First Rhodes Scholar



Hila Levy, a former cadet colonel with Puerto Rico Wing's Muniz Air National Guard Base Cadet Squadron, is now a second lieutenant in the U.S. Air Force. A recent honor graduate of the Air Force Academy, Levy will continue her studies in England later this year as CAP's first Rhodes Scholar.

Head of her class

Former Cadet of the Year
leaves Air Force Academy
with top honors

By Steve Cox

F

Four years after being named Civil Air Patrol's National Cadet of the Year, Hila Levy is at the head of her class again at the U.S. Air Force Academy. In fact, she's *waaaaayyy* ahead of her class.

Newly graduated 2nd Lt. Levy was front and center at the recent graduation ceremony for the Air Force Academy's class of 2008 — the 50th graduating class. She finished as the top graduate, earning the Outstanding Cadet in the Order of Graduation Award and a spot on the academy's 100-year Honor Roll. In addition, she earned awards from the Argentine Air Force and the Chilean Air Force for graduating first in her class.

And that's not all. In September, Levy will be on her way to the University of Oxford in England, where she will use a recently acquired Rhodes Scholarship to pursue a three-year advanced research (Ph.D. equivalent) degree in public health. A native of Guaynabo, Puerto Rico, Levy is the first Puerto Rican

Levy prepares for a parachute jump during training at the U.S. Air Force Academy.

resident and the first Civil Air Patrol cadet to be awarded a Rhodes Scholarship. She is only the 35th academy cadet to do so.

“That’s an awesome achievement, earning the Rhodes Scholarship. There’s no topping that,” said CAP-USAF Commander Col. Russ Hodgkins, who was on hand for graduation week ceremonies at the Air Force Academy. Hodgkins’ eldest son, Gordon, graduated from the academy’s 1st Squadron, just as he had done.

“There has been a lot of hype around the Rhodes Scholarship and it is almost overwhelming,” said Levy, adding she did not know until the Honor Roll “tapping” ceremony on graduation day that she was the first CAP cadet to earn the scholarship.

Interim CAP National Commander Brig. Gen. Amy S. Courter and Hodgkins attended the “tapping” ceremony, where Levy affixed a plate with her name, squadron name and the date to the CAP plaque in the ballroom balcony of the Air Force Academy’s hall of honor. The plaque recognizes Levy as the top former CAP cadet in the class of 2008.



Photo by Marc Huchette, CAP National Headquarters

In 2004, CAP National Cadet of the Year Col. Hila Levy of the Puerto Rico Wing receives her award from then-CAP National Commander Maj. Gen. Richard L. Bowling, left, and Air Force Association representative Richard Ortega.

Levy is only the second former CAP cadet to take top graduating honors at the academy.

Levy’s success at the Air Force Academy was no surprise to Courter. “Hila simply puts her mind to things and gets them done,” said Courter, adding that she was particularly proud of CAP’s first Rhodes Scholar.

Levy said she felt fortunate to win the scholarship. “I was simply lucky in a competition with many wonderful people who were all overqualified,” she said. “Going in to my interview I thought I would be the last person in the group to win one of the scholarships, so I felt more lucky than accomplished. I am thankful for the opportunity to study abroad and have a break before medical school.”

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Listen to Levy

U.S. Air Force 2nd Lt. Hila Levy offers the following advice to cadets interested in entering the Air Force Academy:

Get involved. *“I read on the USAFA Web site that a certain percentage of cadets appointed to the Academy were former CAP members, so I started to research what CAP was and see if there was any activity in Puerto Rico. I was surprised to find that Puerto Rico had such a large number of squadrons, and so I found one that met on the local army base. I joined and fell in love with the program and did my best to get up the ranks and participate in as many areas as possible. While I loved the bond I formed with my drill team, my favorite part came to be working as an aerospace education officer, because I was able to teach others the history and the science behind the aerospace program.”*

Help others. *“CAP helped me in having a knowledge base to work off of when I first entered the Academy — Air Force rank, uniform standards, marching, history and important facts and persons. Basic training puts everyone at the same level when you get there. It is more important to use your knowledge to help your classmates than it is to use it for your own benefit.”*

After her studies at Oxford, Levy will be attending the University of Pennsylvania School of Medicine (Class of 2015) to obtain her M.D. Her ultimate goal is to become a career Air Force physician specializing in tropical medicine and infectious disease. “I will certainly owe enough time,” she said. “Hopefully, I can work as an international health specialist in the Air Force.”

Levy’s interest in tropical medicine and infectious disease comes from her childhood in Puerto Rico. “I was afflicted with dengue hemorrhagic fever twice growing up,” she said. “Much of my biology research at the Air Force Academy was directed toward Black Plague and dengue, so it was only fitting to try and continue that work at the next level.”

When that time comes, communication shouldn’t be a problem, as Levy is fluent in six languages — English, Spanish, Hebrew, French, Italian and Portuguese — and is learning her seventh, Arabic. “I grew up with several of them, and my PK-12 school taught me the rest,” Levy said, adding that she completed minors in Spanish, French and Arabic while at the Air Force Academy.

The 132-pound Levy also got involved in powerlifting at the academy. “I wanted to do something different my senior year and felt like I should find something in athletics to fill my time and complement my military and academic duties,” she said. “I decided powerlifting would be an interesting sport and something that I could continue doing throughout my life, as there are many divisions of the sport.”

Her brief dedication to powerlifting also brought accolades. Levy finished 10th in her weight class at the 2008 U.S.A. Powerlifting Collegiate National Powerlifting Championships, held in Denver in April.

“The thing that impresses you about Hila is she just seems to do everything well,” said Hodgkins.

“Everything she does, she does well.”

True to form, Levy credits others for her success.

“I was brought up to work hard and always put my full effort into things,” said Levy. “I do not think I did anything different or unique to succeed at the Air Force Academy. I just had a good group of classmates, faculty, superiors and subordinates to work with who complemented this.”

This summer, Levy is taking a break from the books, spending her well-deserved leave time abroad in South Africa, Australia and South America. “I still have not really come to terms with the fact that I graduated or that I am a second lieutenant quite yet,” she said, explaining grad week was “a whirlwind experience” for her and her family, full of paperwork as well as the ordeal of moving out of her dorm. “Luckily, I will be working at the academy in August and September, so I will get to say my goodbyes then and realize what just happened.” ▲



U.S. Air Force 2nd Lt. Hila Levy places her nameplate on the CAP Honor Roll plaque during a tapping ceremony on graduation day at the Air Force Academy. Above, Levy poses in the academy’s hall of honor with Interim CAP National Commander Amy S. Courter, right, and CAP-USAF Commander Col. Russ Hodgkins.

Photos by Dennis Rogers, U.S. Air Force Academy

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Lepore's Legacy

Charter Member's Service Enriched Community

By Kimberly L. Wright

Photos courtesy of the Lepore family



Charter member Col. Marie Lepore touched many lives through Civil Air Patrol. In addition to flying in support of wartime missions, she mentored local youth and strengthened the aerospace community in her home state of Massachusetts. The "Civil Air Patrol Volunteer" spoke to Lepore, 97, shortly before her death on March 1 and learned how, through C.A.P., she made a difference in the skies and on the ground.

“ I wish we could have a hundred more like her. ”

— Massachusetts Wing Commander
Col. Dave Belcher

The late Col. Marie Lepore is shown with her mother, Rachel Pelletieri Graziadei, seated, in this undated photo.

Lepore was the consummate community servant. While holding down a full-time job as a social worker, she also was involved in many organizations, including a lifelong devotion to Civil Air Patrol.

She performed homefront wartime service through CAP, flying observer and search and liaison missions from 1942 to 1945 and earning a wartime active-duty service ribbon.

In 1943 she organized the Worcester Cadet Squadron, and over the years she served in a variety of roles, including squadron adjutant; public information, executive and recruiting officer; and commander.

“I had a 200-cadet squadron at one time,” said Lepore. “They really enjoyed it. I loved watching the cadets grow and learn aviation.”

The cadets in her squadron thrived. Her drill teams, which at that time were segregated by gender, won 11 state drill team competitions during a nine-year stretch. Ten cadets earned Meritorious Service Awards, and four participated in international exchanges. Many are now pilots or involved in aviation in other ways as a result of her influence.

Lepore’s CAP activities also included staffing encampments and tours of duty as an International Air Cadet Exchange escort.

Lepore said she cherished her CAP service.

“CAP kept me flying, and that was very important,” she said. “It gave me opportunities to make a difference. It was a marvelous experience, and I pushed it as far as I could.”

Renaissance woman

Lepore also was an active member of The Ninety-Nines, the local chapter of the National Aeronautic Association, U.S. Air Force Reserve “Operation Lady,” Chamber of Commerce, local chapter of Soroptimist International, Camp Fire Girls, Civil Defense and Service Clubs Council.

Even while in failing health, she supported efforts to

create the Massachusetts Air and Space Museum, which envisions combining a variety of aviation interests for the purpose of preserving and perpetuating the state’s aviation history.

“Every state in the union has an aviation museum except Massachusetts,” said Lepore. “I couldn’t understand it. This museum will be great for the state.”

Lepore worked alongside other local aviation enthusiasts for several years on behalf of the proposed museum. Bill Deane, the museum’s vice president and president of the state aviation historical society, appreciates her continuing advocacy.

“She was one of the three people the historical society has given awards to, and the first woman,” said Deane.

He also reports, as a lasting testament to her enduring legacy, that The Ninety-Nines, an organization of women pilots, is working to start a scholarship program in her honor.



Marie Lepore was one of the first women in the Worcester, Mass., area to earn her pilot’s license. She shared her love of aviation with generations of local youth through Civil Air Patrol.

Accolades from Civil Air Patrol include a 50-year plaque, a distinguished service medal honoring her lengthy service and promotion to colonel in honor of her World War II-era service. Massachusetts Wing Commander Col. Dave Belcher and members of what is now the Worcester Composite Squadron personally presented the awards to her at home a month before her death.

“I wish we could have a hundred more like her,” said Belcher. ▲



Lepore, shown in the back of this biplane, was a lifelong advocate for aviation. In the last five years of her life, she was actively involved in efforts to start the first museum in Massachusetts devoted to aviation and space.

Former CAP squadron commander featured on cereal box

Longtime member won five gold medals in 2007 National Veterans Wheelchair Games

By Steve Cox

Wayne Field, president of the Rocky Mountain Chapter of Veterans of the Battle of the Bulge, visits with Jean Wroblewski on Uniforms & Medals Day at the 2007 National Veterans Wheelchair Games. Field won five swimming medals during the '07 Games. Wroblewski, a second lieutenant in CAP's Southeast Wisconsin Group, served as meals chairwoman for the '07 Games, which were held in Milwaukee.



It's no surprise to see an athlete's photo on a box of Cheerios. It's a great American tradition started many years ago by General Mills, the makers of the toasted whole grain oat cereal.

But former Civil Air Patrol squadron commander Maj. Wayne Field is no ordinary athlete.

A disabled, combat-wounded Army veteran from Colorado Springs, Colo., Field, 82, is a champion swimmer, having won five gold medals participating in the Masters (over age 40) Division in the 2007 National Veterans Wheelchair Games in Milwaukee.

He is one of 12 gold medal winners of the 2007 Games to appear on special Cheerios boxes, which are being sold at VA medical centers throughout America to promote the '08 Games in Omaha, Neb.

"I love competing," said Field, who has won more than 200 gold medals in 25 years of competing in national events like the Veterans Wheelchair Games. "I'm proud of the swimming medals."

With more than 500 athletes from 45 states, Puerto Rico and Great Britain, the National Veterans Wheelchair Games are the largest annual wheelchair sports events in the world. All athletes are military veterans who use wheelchairs due to spinal cord injuries, certain neurological conditions, orthopedic amputation or other disabilities.

Field competes in the National Veterans Wheelchair Games and National Veterans Golden Age Games every year. "I very much enjoy competing, seeing different places, seeing old friends and making new friendships," he said.

Regular exercise, especially swimming, is good for Field's severe arthritis, a likely result of his injuries in World War II. "It reduces the pain," he said.

Field suffers from neurological damage but doesn't let that keep him in his wheelchair. "Competition keeps the mind and body from deteriorating," he said.

He was wounded while a member of the 2nd Platoon of the Army's 86th Cavalry Reconnaissance Squadron, which was part of the 6th Armored Division. "I was running across an open field to take a German village held by the Nazis," he said. "I believe I remember falling, and a little about being carried to a Jeep or ambulance. I don't know whether it was shells or shrapnel hitting



Wayne Field, a former CAP squadron commander, is featured on a special edition Cheerios box along with other 2007 National Veterans Wheelchair Games gold medal winners.

my legs. It must have been quite awhile lying in the snow with wet shoes and pants, because my legs froze up to just below the knees.”

Shortly after the incident, Field was awarded the Purple Heart. “While in the hospital, I looked at my toe tag and asked what the ETPH meant,” he said. “I was told it was ‘entitled to the Purple Heart.’”

Though proud of his service to his country and the Purple Heart, Field is equally proud of his swimming medals. “The Purple Heart came because of circumstances. I was awarded it with no effort on my part,” he said. “The swimming medals came due to my effort. I won them.”

When he isn’t training, Field serves as president of the Rocky Mountain Chapter of Veterans of the Battle of the Bulge. Up until 1989, he was active with Civil Air Patrol, serving as a citizen volunteer in six states.

Field fondly remembers being a CAP cadet in 1943 in the Tri Cities Squadron in New York, where he was known as Anthony W. Field.

“I resumed membership after the war, restarting the squadron, which had become inactive,” Field said. “I learned to fly while at Syracuse University and received my private pilot license near the end of 1949. After that,

one of my jobs with CAP was flying.”

Field recalls putting in “a lot of hours” flying CAP search and rescue missions. “I loved every minute of it,” he said.

Field stayed in CAP while transferring for a sales job and later a computer programming job to Connecticut, Massachusetts, Illinois, Missouri and Colorado. While in Massachusetts, he was active with the Braintree, Stoughton and Brockton squadrons, serving as commander of the Brockton squadron. In Massachusetts he met Thomas Flanagan, now a lieutenant colonel and patron member of CAP. “He was one of my cadets with whom I still communicate once a year,” said Field.

Flanagan remembers Field as commander of the Brockton squadron. “He cared. He was willing to help cadets,” said Flanagan, who also served as commander of the Brockton squadron after he became a

senior member.

Flanagan said Field had a secret weapon when it came to recruiting cadets. “His wife (Patricia) made awesome brownies,” he said.

Flanagan has kept up with Field and his athletic accomplishments, mostly through Christmas cards.

Field is looking forward to adding to his medals at the '08 National Veterans Wheelchair Games in Omaha. “If I’m still on this earth and still able to compete, I’ll be in Omaha in July,” he said. ▲



Wayne Field served in CAP, above right, as a cadet in 1943. After World War II, he became a senior member and volunteered for nearly 50 years.

WAYNE FIELD'S 2007 RESULTS

Event	Results	Place	Class	Division
Swimming - Freestyle 100 yds (IV, V, VI)	02:40.96	Gold	V	Masters
Swimming - Breaststroke 100 yds (IV, V, VI)	03:59.16	Gold	V	Masters
Swimming - Ind. Medley 200 yds (IV, V, VI)	07:32.50	Gold	V	Masters
Swimming - Backstroke 100 yds (IV, V, VI)	02:58.61	Gold	V	Masters
Swimming - Butterfly 50 yds (III, IV, V, VI)	02:16.54	Gold	V	Masters

Father and son:

United by CAP,
separated by death,
continuing to serve

By Kristi Carr

The diagnosis came on a rare day — leap year's Feb. 29 — in the year 2000. Chris Hainsey was just 14 when he found out he had brain cancer. There was surgery, followed by radiation and chemotherapy. During his chemotherapy treatments, Chris became aware of CAP. The next year not only did Chris join, but so did his father, Mike Hainsey, a B-52 pilot who retired from the Air Force after 22 years of service.



One of the founders of Dreams on Wings, Alan Farmer, a Tuscaloosa, Ala., businessman, gives a thumbs-up to his 'co-pilot,' Jessica Rogers, who is a Dreams on Wings regular. In seven years the Moody, Ala., resident has missed only one such event.

Photo by Kristi Carr



The late Sr. Mbr. Chris Hainsey, whose illness was the inspiration behind Dreams on Wings, hoped someday to pilot a plane like this CAP Cessna. Below, Chris' father, CAP pilot Lt. Col. Mike Hainsey, stays on the ground as the flight dispatcher when Dreams on Wings holds its special day of fun and flight for children battling severe illnesses.



Photo by Sr. Mbr. Chris Hainsey, Mississippi Wing

Navigating illness

Chris' illness had already directed many of the Hainsey family's choices. They'd purchased a plane, a Cessna 177 Cardinal, to take them back and forth from their home in Columbus, Miss., to the state's capital in Jackson, where Chris had his treatments. As the elder Hainsey noted, "A one-hour flight beats a three-hour drive," especially when this trip was repeated multiple times each week. Then, with the plane on hand, the family was somehow able to look beyond its own health crisis to think of others in the same situation, and Chris and his father signed up for Angel Flight. The father-son team soon began flying other patients to distant treatments, with Chris as "co-pilot," learning to use the radios and navigation equipment. From there, joining CAP seemed a natural choice for Chris.

While making Angel Flight runs, the two compared notes with other program volunteers, including Alan Farmer of Tuscaloosa, Ala. All had experienced the same reaction from the children they transported. "As an example," said Hainsey, "Chris and I flew a girl to St. Jude Children's Research Hospital in Memphis. She was having a ball, excited simply to be flying. But as we started our descent to Memphis, she grew subdued, concerned about what was awaiting her." Farmer and Hainsey began wondering: Wouldn't it be great if these children could experience the sheer thrill of flight without a medical treatment as part of the journey?

"We were able to pull together a group of people who

each brought something different to the table, what I call 'the organizing committee,'" said Hainsey.

And so, seven years ago, Dreams on Wings was born.

Giving flight

Dreams on Wings is an organization devoted to providing a day of fun and flight for seriously ill children and their families. "Our goal," explained Hainsey, "is to share our love of flying with kids and families fighting serious illnesses — basically, to give them a day off from their troubles." Entire families are included because, said Hainsey, "it's our philosophy" — not to mention his own personal experience — "that a child's illness impacts the entire family."

Dreams on Wings delivered its special day this year on May 3 at the Air National Guard ramp at Birmingham International Airport in Alabama. More than 170 registrants enjoyed a 45-minute flight over the Birmingham area. They flew in aircraft ranging from corporate jets to small twin-engine craft to helicopters. In addition to the flights, which have expanded over the years, the event also included limousine rides, a Talladega Superspeedway pace car, Shriner clowns, games, food and beverages. Severe thunderstorms that morning kept attendance down this year but, to date, Dreams on Wings has flown more than 1,500 people.

As with every year, everything was donated, including the use of the planes and the fuel to fly them. "It's expensive," allowed Hainsey, "but our sponsors don't bat an eye when we ask for their support."

This year's sponsors included the 117th Air Refueling

Wing of the Alabama Air National Guard and GivingFlite, plus dozens of others who helped with logistics. But, as Hainsey noted, “The major donors for this event are the pilots and aircraft owners. These people and companies donate literally tens of thousands of dollars’ worth of flying for the event.”

Paying it forward

As an all-volunteer organization, Dreams on Wings has no office or central location. Meetings are conducted via teleconference.

Several of the 100 Dreams on Wings volunteers come to the program by way of the National Guard. Maj. Bart Nelson with the Alabama Wing’s 117th Air National Guard Composite Squadron met Hainsey during training in Columbus, Miss. Nelson got his training and Hainsey got another volunteer.

When Dreams on Wings is held, many other Guard members come to the base on their own time, their work coordinated

by Col. Paul Pocopanni, vice commander of the 117th Air Refueling Wing.

Daniel Glaus, meanwhile, represents a special group of volunteers who have been on the receiving end of Dreams on Wings. At age 8 and diagnosed with a kidney disease, Glaus participated in his first Dreams on Wings. He loved the flight and lived in the T-shirt he received then, adopting its eagle motif as the symbol for his own dreams. He’s 16 now and, during his latest visit, the doctor told him

there’d be no need for a follow-up. Relieved of so many health concerns, Glaus is turning his attention to shopping for a college, yet takes time to volunteer at the Department of Veterans Affairs hospital in his hometown of Tuscaloosa, as well as with Dreams on Wings. After his family’s experience with Dreams on Wings, his father, Henry, and older brother, Josef, became CAP members.

“We’ve got so many great people,” Hainsey bragged.

Leaving a legacy

Unfortunately, one of those is not his son, Chris. After three years with no evident recurrence, his cancer returned “with a vengeance,” according to his father, and claimed Chris’s life in 2005. Besides his volunteer work with Angel Flight and his role as an inspiration for Dreams on Wings, he proved to be a good CAP recruiter. His father remains a lieutenant colonel in the Mississippi Wing. ▲



Photo by Kristi Carr

Waiting for their assignments, the Shriners clowns are there to carry out Hainsey’s No. 1 rule for the day: ‘It’s all about the

Preventing suicide

CAP experience makes for a good Samaritan

By Kristi Carr

It was still a shock. Even though the real reason these college students were meeting for dinner at a local restaurant was to scope out their friend's mental attitude — he'd been sleeping a lot, his grades were down and he just seemed depressed — they were still unprepared to hear him say matter-of-factly, "Yeah, last night I put a plastic bag over my head and tried to kill myself."

First, they pulled out the platitudes: "There's so much to live for." That sounded hollow. Then they told him to get some professional help, but he said he didn't see the purpose. Then they resorted to a joke about doing something crazy if he was going to check out anyway.

But before the dinner ended, that joke became a strategy for all of them to do something crazy, to devise a plan to live for. It took the shape of a group bicycle trek to the furthest land point they could envision —



Photos courtesy of The Alive Campaign

Hoping the Baylor University bear will be the only one they see on their cross-country trek, The Alive Campaign bikers include students, from left, Kyle Ferguson, Alyson Erikson, Andi Nakasone, Justin Brown and Nathan Lloyd.

from their base at Baylor University in Waco, Texas to Anchorage, Alaska.

At the starting line

Maybe it was the ties to the military — where you never leave a comrade on the battlefield — that inspired

the trip. One member of the group is a former Civil Air Patrol member and two others had been associated with ROTC.

A former cadet chief master sergeant with the Texas Wing's Randolph Composite Squadron, Kyle Ferguson traced his willingness to be so proactive with his suicidal friend to a retirement ceremony a year earlier honoring his father, a lieutenant colonel with more than 25 years in the Air Force. His uncle, a Marine who served during the Vietnam War, was there, too. "Hearing their first-hand stories of those who sacrificed not only for their country but also for their brothers and sisters in arms demonstrated to me how you should be willing to put your life on the line for those you love," said Ferguson. "So, a year later, when my friend came to me in crisis, I realized I would risk anything to save him."

Team effort

Desire is one thing, but a practical action plan is another. Fortunately for Ferguson, his years in CAP gave him the skills and the drive to help direct a team effort with his friends Justin Brown, Nathan Lloyd and Steve Zimmerman. It didn't take long before a bicycle trip for a few friends became a national cause for suicide prevention, The Alive Campaign.

"I know of no other organization except CAP that gives young people the responsibility to lead," Ferguson said. "Having responsibilities," he added, "taught me the importance of self-discipline straight away. I soon realized I had to get my own stuff together first before making sure others had it together, because that's how you make a team strong and capable. I know I wouldn't be a co-founder of The Alive Campaign if CAP hadn't laid the foundation."

As a baby step, the team decided to post its idea on the popular Internet site, Facebook, where others were asked to add their names in support of the trip. The friends set a goal of getting 250,000 names on their Facebook posting. A mere 11 days

later, ironically on National Survivors of Suicide Day, they reached that number.

Pedaling uphill

There were plenty of challenges to overcome to make their bicycle trip and their mission — suicide awareness and prevention — realities.

They addressed needs for money and publicity in tandem. A \$7,000 donation enabled them to establish a Web site, and they filed as a nonprofit so contributions could be tax deductible. The Web site www.alivecampaign.org provides history and current information about the campaign, blogs and videos, plus ways to contribute money and relevant stories. From the Web site, visitors also can access a YouTube site and MySpace profile. Other news coverage has included print and broadcast reports by the media on campus, in Texas and even Canada.

"We were able," noted Ferguson, "to get some Baylor psychologists as well as other organizations to back us



To get in shape for the long-distance ride, Alive Campaign bikers like Justin Brown took some trial runs through the Texas countryside, approximating the 60-mile distance they hope to make in a typical day.

up, and that gives us some legitimacy.” Even so, Ferguson figures each core team member has thrown in \$700 to \$1,000 of his own money. The total cost of the trek is estimated at \$11,000.

To tackle the physical demands of a long bike trip, they committed themselves to getting in shape using on-campus gyms, and they planned some shorter bike rides, including two to Austin, about 60 miles from Waco. They also met with a nutritionist.

Each team member came up with his own plan, however, when it came to convincing his parents to let him make this trip in the first place!

Tune-ups

The team went through some adjustments during these planning months, adding two new members, Andi Nakasone and Alyson Erikson.

With a departure date of May 15, they mapped out a route that would take them from Texas to New Mexico, across a corner of Arizona, on through Utah and Nevada to the Pacific Coast, where they’ll go from San Francisco to Portland to Seattle to Vancouver, through a small part of Canada’s Yukon and eventually into Anchorage. They anticipate needing about 70 days to reach Alaska. While most of their entourage will bike, they’ll trade off trailing the bikers in a van (which all will use to drive back to Waco). They’ve tried to time their evening stops to stay with friends and relatives along the way.

Arriving alive

This was a trip of a lifetime for all of them and maybe a trip to save a life for one. As their Web site

says, “Our friend told us that he had nothing to live for, so we gave him something to live for. Sometimes that means grabbing a bike and going to Alaska. So keep us in your prayers, and be ALIVE.” ▲

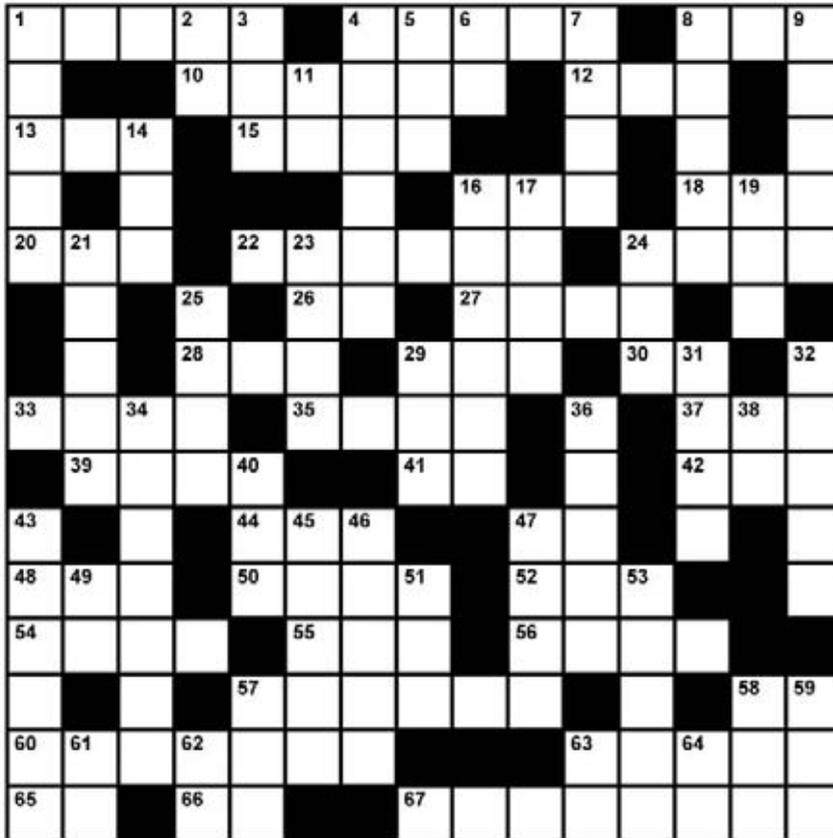


This van will follow the students from Texas to Alaska and then provide transportation home.

Suicide is the third leading cause of death among Americans 15-24. With its Web site, www.alivecampaign.org, The Alive Campaign has established a “community for dealing with the issue of suicide and how to prevent it.”

Civil Air Patrol Crossword

Crossword by Myles Mellor
www.themecrosswords.com



Answers on page 51

Down

1. CAP part
2. Hospital room
3. Bill at a restaurant
4. SAR part
5. Dynamite
6. It is, in Madrid
7. Where the sun rises
8. Quality encouraged by CAP
9. Social prohibition
11. Voiceover, abbr.
14. ___ over reconnaissance, exploration conducted to gain information
16. Overnight flight (2 words)
17. Surroundings
19. Web address
21. See ya! to Jose
23. Paper amount
24. Commotion
25. ___ Banker Program, accounting for all CAP revenues and expenditures is through this program
29. Attempt
31. ___ Sorenson, he designed the current CAP Cadet Program
32. ___ Yeager, those who complete the Aerospace Education Program for Senior Members may earn this Aerospace Education Award
34. Dog trainer
36. ___ ron, a small unit or formation of aircraft
38. Ship initials
40. Military base, for short
43. Aircraft company headquartered in Wichita
45. ___ Guard, flag bearers
46. Bonnie's partner
47. Cold War antagonist
49. Word of denial
51. A Kennedy
53. Aviator
57. Enjoyment
58. Psyche
59. ___-profit, CAP is this kind of an organization
61. Berkeley or Irvine, for example
62. Dance ___ the band
63. Del Mar state
64. Nickel symbol

Across

1. This CAP program trains young men and women in teamwork, aerospace education, and military history and customs
4. ___ Fossett, famed aviator who CAP famously searched for
8. Cock ___, aircraft control area
10. Black birds
12. USAF part
13. Mobile and portable radio type
15. U- ___, German operated military submarine
16. Turncoat
18. Pair
20. Stretch out
22. CAP's cutting-edge technology that was used in 2007 to assess damage from an inland oil spill in Kansas
24. Space preceder
26. What?
27. Real estate document
28. Savings account
29. Herbal drink
30. Breakfast juice
33. ___ F. Curry, CAP's first National Commander
35. ___ land, place where the AOPA Fly-In and Open House will be held
37. Large tree
39. Heroic narrative
41. Shakespeare's you
42. California State University
44. Communication regulators
47. Unique user, for short
48. Final destination
50. "The Thunder ___," weekly newspaper at Luke Air Force Base
52. Tree juice
54. One and only
55. Old time soap ingredient
56. Satellite-transmitted digital imaging systems
57. Animal feed
58. Inside prefix
60. To bring up
63. 1980 Michael Crichton novel
65. ___ Sperling, aerospace teacher that has been honored as 2008 Aerospace Education Teacher of the Year in Nevada
66. Atop
67. Design, development and production of aircraft

From adversity to the university

This UMA graduate turned her life around

By Judy Yeaton

1st Lt. Laura Minoty is a recent graduate of the University of Maine at Augusta, and she owes it all to her children.

“If it hadn’t been for my kids and the problems they had, I probably wouldn’t have gone to college,” Minoty said.

A single mother with her own physical challenges, Minoty went back to school three years ago at the age of 42 because she wanted to learn more about her children’s disabilities. All three of her children — younger son Korry

Vann, 14; daughter Tasheena Vann, 15; and her older son, Keenan Vann, 17 — have been diagnosed with “high needs.” Minoty’s ailments, on the other hand, stem from being run over by a car when she was 8 years old. With surgery and rehabilitation, she recovered from a severed leg and internal injuries. As an adult, she now suffers from deteriorating disc disease, osteoarthritis and fibromyalgia, she said.

In addition to the list of problems Minoty’s youngsters share, each has his or her own

University of Maine at Augusta graduate 1st Lt. Laura Minoty, second from left, is surrounded by her children — from left, Cadet Airman Tasheena Vann, 15; Cadet 2nd Lt. Keenan Vann, 17; and Korry Vann, 14.



specific issues, which prompted her interest.

“When all of these diagnoses kept coming up with my kids, I started learning different things about them from researching them on the Internet,” Minoty said. “The more I learned, the more interested I got and I started to take courses.”

Initially, Minoty enrolled in the courses just to learn more about what made her kids tick. Eventually, she realized many of the classes she wanted to take for her own knowledge could also earn her a college degree. So she entered a program at UMA in 2005 that would lead to an associate’s degree in mental health and human services.

It wasn’t her first experience with going to college. Sixteen years ago, she completed three semesters at an Alabama college before her husband at the time made her quit, she said.

Divorced 14 years ago, Minoty moved with her children to Maine a decade ago. They’ve been living in Mount Vernon for the past six years. She’s originally from Ontario, Canada, where she was born before moving to the United States with her family when she was a child. She came to Maine to be closer to a brother who used to live there with his family, though he and his family have since returned to Canada.

Raising three children alone isn’t easy, and at the time Minoty moved to Maine, she didn’t know her children had diagnosable problems. All she knew was that she was having particular trouble dealing with the behavior of the two oldest children, who were only 6 and 8 years old at the time. Tasheena and Keenan were stealing, setting fires and becoming increasingly violent, Minoty said.

“I tried to get help. I needed some long-term in-home help but no one would help me,” she said. “So, I turned my own kids into DHS. It was the hardest decision I ever made in my life, but I had to have the faith that we’d get the help we needed and we did.”

In the custody of the former Department of Human Services, Minoty’s children entered foster care where their behavioral issues were finally addressed and diagnosed. The family also became connected with Community Health and Counseling Services in East Winthrop. The combination set Minoty on the path of learning what she needed to do to help her children.

“The more I started to learn, the more I started changing what I was doing,” she said. “It took about a year before I got my youngest back.”

The other two children were returned to her soon after Korry came home, but “it took a lot of work,” Minoty added.

Minoty began enrolling in classes once all the children were back home and things felt consistently stable, she said. As she learned things that helped her understand and interact with them better, she noticed something else was also happening.

“I saw it affecting my kids, and they were starting to do well,” she said.

Korry, who is a high-functioning autistic teenager, started earning high honors at Maranacook Community Middle School. Tasheena, a student at Maranacook Community High School, stopped fighting with her mother and started coming to her for advice. And Keenan, who graduated from Maranacook in May, became second-in-command of his Civil Air Patrol squadron. He plans an Army career, Minoty said.

Not only has Minoty become a positive role model for her children, she said, but after Keenan joined CAP three years ago, she followed his example and joined as a senior member. With the rank of first lieutenant, she has a variety of duties including helping with the teen cadet program, which Tasheena now belongs to as well. But none of them are airplane pilots, Minoty said.

“We do 90 to 95 percent of all inland search and rescue missions,” she said, explaining that many of the missions are carried out on foot, with aerial support.

The patrol also performs community service, like running the canteen when Maine Army National Guard troops return home from overseas, and lending a hand during community crises.

Minoty is also the director of community service for the Honors Program Student Association at UMA. She earned a grade-point average high enough to qualify for membership in the honors program in 2006, she said.

Receiving her associate’s degree will not mark the end of Minoty’s college career. Instead, she will continue on at the Augusta campus and expects to graduate again in May 2009 with a bachelor’s degree in mental health and

human services with a minor in addiction studies. The coursework she has completed for her associate's degree, along with some summer classes and the credits she earned while studying engineering 16 years ago, will help to fulfill all the requirements she needs to earn a four-year degree by next year, she said.

Even after she gets her bachelor's degree, Minoty won't be done going to school, she said. Her long-term goal is to earn a master's degree in counseling and work with teens. ▲

Judy Yeaton is assistant editor of the Capital Weekly in Augusta, Maine. This story originally appeared in Capital Weekly on May 8, 2008.

CAP 1st Lt. Laura Minoty poses with her oldest son, Keenan Vann, a recipient of the Gen. Billy Mitchell Award. Vann, a CAP cadet second lieutenant, is joining the U.S. Army this summer. Both he and his mother are members of the 36th Composite Squadron in Augusta, Maine.



Photo by Cadet Airman Tasheena Vann, Maine Wing

A CAP family



Civil Air Patrol is very much a family activity for Minoty and her children, thanks to her oldest son, Keenan.

“He was pretty intuitive about what he wanted for a career,” said

Minoty. “We went to a few meetings and Keenan fell in love with CAP.”

Keenan is a cadet second lieutenant with the 36th Composite Squadron in Augusta. He recently enlisted in the U.S. Army.

“I would take Keenan to the meetings and try to do my homework, but listening to what the kids were learning was much more interesting and fun. It wasn't long before I joined,” said Minoty.

She started her CAP service by giving the cadets tests. Later, she became public affairs officer, supply officer and moral leadership (now character development) officer. “One thing led to another,” said Minoty. “I'm going to college in the mental health field so when training came up for CISM (critical incident stress management), I jumped on it and am now our squadron CISM officer.”

Tasheena felt like she was missing out, so she joined CAP, said Minoty. She is now a cadet airman with the 36th squadron.

“I'm glad I get the opportunity to participate with others that want to learn about planes,” said Tasheena. She, like her older brother, also wants to be in the military. “I want to become a drill instructor,” she said.

Korry hasn't joined Civil Air Patrol yet, but he is no stranger to the 36th squadron because of his mother and older siblings. “My youngest son isn't interested as yet, and with

his 'high needs,' I think it would be very difficult for him," said Minoty, "but we do include him in some of our fun nights."

The squadron is active in the community. Minoty — "Lt. Mom" to her children and other cadets in the 36th squadron — combines her CAP duties with those of being an honors student at UMA. She also started a Connections Program for her cadets. "I wanted to encourage the kids to get a college education, even if they were planning on going in the service," Minoty said. "I wanted to show them school can be fun and rewarding, and to teach them college can be a doable thing, no matter what obstacles they may have."

The Connections Program has been involved in several community projects — like the annual Maine Public Broadcasting Network TV Auction and a "coming home project" for members of the 133rd Engineering Battalion of the Maine Army National Guard, which returned from Iraq last year.

"We also adopted a military family in the area when a dad was shipped overseas," said Minoty. "We helped paint and wallpaper different rooms and do some general work around the house."

In addition, cadets — through the Connections

Program — are involved in UMA Day. "We play games, listen to bands, climb rock walls and there is a big barbecue. It's all free to residents," she said. "We have also worked on different projects for the National Guard like stuffing Easter eggs, helping with the Easter egg party and helping them run their canteen for fundraisers."

The Honors Program also provided a full sponsorship for a cadet to go to a CAP encampment last summer. "We picked a cadet that had never been and probably would not get to go otherwise," said Minoty. "We had one requirement of this cadet, that she return to the Honors Program with a report about what she did. Our members were so impressed by what CAP cadets get to do during an encampment."

Upon receiving her associate degree earlier this year, Minoty was one of four students to receive a medallion for meeting all Honors Program requirements. She also received one of two Distinguished Student awards.

Minoty intends to continue the Connections Program. "As I go on to get my bachelor's degree, I anticipate doing many more projects with the Honors Program students and CAP cadets and officers," she said. ▲



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Once-in-a-Lifetime, Twice in One Year

D.C. Twice as Nice for High-Achieving Cadet

By Kimberly L. Wright



Photo by Maj. Rebecca Sundhagen, Colorado Wing

Cadet Capt. Pamela Blanco Yordán of the Puerto Rico Wing stands with Cadet 2nd Lt. Nicholas Quintero in front of the National Archives building during their visit to Washington, D.C., for the Civic Leadership Academy.

Cadet 2nd Lt. Nicholas Quintero was selected to participate in two elite youth leadership programs in Washington in the same year — the Hearst Foundation United States Senate Youth Program and Civil Air Patrol’s Civic Leadership Academy.

Quintero was one of 104 student delegates — two from each state and the District of Columbia, as well as two alternates — participating in this year’s Hearst Foundation program, an all-expense-paid adventure that immerses youth in Washington activities for a week. Participants heard presentations from senators, cabinet and department chiefs and other high-ranking officials, and they met with a justice of the U.S. Supreme Court.

Hearst delegates are required to possess noteworthy leadership abilities and a commitment to volunteerism and to rank in the top 1 percent academically in their state. In addition to the trip, the foundation grants each of the 104 student delegates a \$5,000 college scholarship. Each delegate is encouraged to continue coursework in government, history and public affairs.

The program was created by Senate Resolution 324 in 1962 and has been sponsored by the Senate and fully funded by the William Randolph Hearst Foundation since its inception. Its focus, as stated in Senate testimony, is “to increase young Americans’ understanding of the interrelationships of the three branches of government, the caliber and responsibilities of federally elected and appointed officials and the vital importance of democratic decision making not only for America but for people around the world.”

CAP’s Civic Leadership Academy involves a more intimate group of youth from across the country. An academically driven program

in its fifth year, CLA meshes in-depth study of government in action with studies of key historical and modern documents to help 24 exceptional cadets interact in civics, citizenship and leadership in a meaningful way. Beltway stops this year included the FBI, the Pentagon, the CIA and noteworthy D.C. monuments.

Exceeding Expectations

Quintero, an active member of the Eagle Cadet Squadron in Albuquerque, N.M., found much to treasure in each program. “The activities presented unprecedented opportunities to meet the leaders of our nation and the chance to witness firsthand the foundations of history in the making,” said Quintero, adding, “My involvement in both programs furthered my respect and love for my God and country.”

“Each activity was vastly different from the other in social and group dynamics,” he said. “However, the differences complemented each other, allowing me to see each experience in a new perspective.”

The two programs also gave him greater respect for the sacrifices necessary to preserve liberty. “The military mentors that accompanied the student delegates during the Senate Youth Program gave me a renewed and greater respect for our men and women in service,” he said. “And, the personal account of our CAP officers while visiting the war memorials on the National Mall gave new meaning to the principles of selflessness and sacrifice. Each activity exceeded my expectations in every possible way.”

Expanding Horizons

As indicated by his selection for two exclusive youth leadership activities, Quintero is dedicated to developing his full potential. In addition to CAP, he has worked with a Law Enforcement Explorer Post for



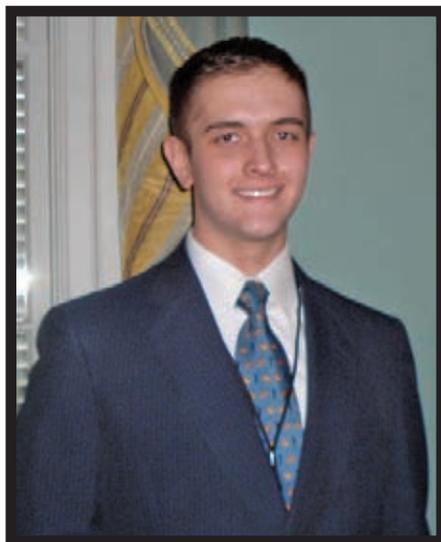
four years, achieving the rank of captain and currently serving as cadet commander. A home-school student, he has also been active in TeenPact leadership school for three years, where he has been elected committee chairman twice and governor for his senior year.

Much of what Quintero has achieved he credits to CAP.

“The leadership principles taught and displayed by the members of my CAP squadron greatly impressed me,” he said. “I was able to identify leadership characteristics I wanted to exemplify like respect, hard work and accountability — all essential qualities in life.”

Quintero said he especially values his flight training.

“Not only was I allowed to partake



Cadet 2nd Lt. Nicholas Quintero, seen here in the Diplomatic Reception Room at the U.S. Department of State, was one of 104 student delegates who took part in the Hearst Foundation's United States Senate Youth Program.

in the exhilarating experience of mastering the concept of air power, but I also worked with some of the most dedicated and selfless volunteers in the nation,” he said. “I appreciate the mentorship of my instructor, Capt. Joseph Friel of the Massachusetts Wing's Hanscom Composite Squadron; his commitment to excellence and high standards of integrity serve as one of the most influential experiences of my CAP career. I use the principles of professionalism and hard work he taught me in everyday life.”

CAP members can expect to hear more from Quintero in the future. He plans to pursue a career in federal law enforcement and to have a direct role in national security. ▲

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Achievements



Gill Robb Wilson Award

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

Maj. William T. Lynam	AZ
Lt. Col. Chad R. Grondahl	CO
Maj. Rebecca K. Sundhagen	CO
Maj. Margarita Mesones-Mori	FL
Col. Kathryn Joslin Walling	MD
Lt. Col. George R. Lowrance	NC
Lt. Col. Joseph V. Sirois	NER
Maj. Christopher M. Latocki	NHQ
Maj. Robert W. Green	NJ
Lt. Col. Linda Steel-Goodwin	OH
Lt. Col. Cynthia A. Aulbach	SC
Lt. Col. Nancy Z. Gleaton	SC
Lt. Col. Hubbard Jacob Lindler	SC
Col. Aurel E. Smith	SC
Maj. Ronny D. Whitt	TX



Gen. Carl A. Spaatz Award

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

Jonathan C. Samonas	FL
Aaron J. Ullrich	IL
Elizabeth M. Dumont	MI
Olivia A. Barrow	NC
Jeremiah T. Coogan	NC
Cassie M. Fletcher	NC
Jamie Z. Wright	NJ
Justin P. Baier	OH
Jacob A. Elphege	VA
Joseph P. Moss	WV



Maj. James E. Kelley	AL
Maj. Michael J. Watkins	CA
Maj. William L. Bahn	CO
Capt. Gordon L. Rourk	CO
Lt. Col. Toni W. Skinner	CO
Lt. Col. John R. Edsall	FL
Lt. Col. Larry E. Harvell	FL
Maj. Victor C. De Bolle	IN
Lt. Col. Michael A. Marchand	LA
Lt. Col. Timothy J. Corrigan	MD
Lt. Col. Kerry S. Caramanis	NC
Maj. Troy C. Krabbenhoft	ND
Maj. Randall D. McVay	NE

Paul E. Garber Award

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

Maj. Donna E. Bracken	NM
Lt. Col. Charles C. King	NV
Lt. Col. Scott W. Meyer	NV
Lt. Col. Richard L. Parker	NV
Lt. Col. Joe D. Sumners	NV
Maj. Gladys M. Suessle	NY
Maj. Richard W. Flowers	OH
Maj. Michelle I. Pineiro-Lopez	PR
Maj. Robert J. Evans	TN
Lt. Col. Dennis L. Cima	TX
Lt. Col. Corey R. Telschow	TX
Lt. Col. Daniel B. Williams	TX
Lt. Col. Ray A. Atanacio	UT

Gen. Ira C. Eaker Award

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



Morgan B. Bennett	AL
Samuel A. Macheak	AR
Matthew W. West	AZ
Caleb J. Werner	IL
Tristan J. DeFord	IN
Thomas A. Redfield	IN
Patrick R. Hammond	MD
Thomas E. Tippet	MD
Olivia A. Barrow	NC
Paul L. Brewster	NC
Nick V. Difelice	NC
Bradley R. McNicol	NM
Daniel J. Schoessler	OH
Stephen Earp	PA
Gus M. Rojas	TX
Matthew M. Toussain	TX
John P. Hughes	WA

Puzzle on page 43



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Great Lakes

Ohio Wing squadron takes to water for Coast Guard visit

OHIO – Lorain County Composite Squadron members shifted their focus from the aeronautic to the aquatic when they toured the U.S. Coast Guard Station Cleveland Harbor.

Senior members and cadets saw vessels used to reach distressed boaters and the wet room where Coast Guardsmen dress in various types of gear, based on water temperature, for rescues. They also heard presentations from Seaman Kurt Biggs and 3rd Class Boatswain's Mate Matthew Morin, who discussed the important role the Coast Guard plays in preserving life and enforcing maritime law.

Photo by 1st Lt. Flo McKinley, Ohio Wing



Biggs compared the lifestyle of individuals in his unit to firefighters. Everyone lives together at the station in a family atmosphere, and they work 72-hour shifts, he said.

Said Cadet Chief Master Sgt. Carl Snyder, "This experience has prompted me to consider serving in the Coast Guard, where men and women risk their lives every day to save others."

>> 1st Lt. Flo McKinley

U.S. Coast Guard members flank Lorain County Composite Squadron cadets during the unit's tour of U.S. Coast Guard Station Cleveland Harbor.

Middle East

Cadets bring CAP message to National Press Club

MARYLAND – Cadet Chief Master Sgts. Kristen and Victor Santos, sibling members of the Bethesda-Chevy Chase Composite Squadron, recently made a presentation on Civil Air Patrol to an unusual audience — the photography committee of the National Press Club. Before the presentation, the Santoses were instructed to fully describe a cadet's role in learning aerospace principles, flying, ground team activities, aerospace outreach activities and public affairs. The real challenge was capturing these activities in two five-minute blocks for an audience consisting of 12 seasoned journalists.

Kristen, the squadron's cadet public affairs officer, and Victor, cadet aerospace education officer, generated enough interest and excitement among the journalists to prompt a lively question-and-answer session. Ed Hazelwood, editor-in-chief of *Aviation Week* magazine, said he was unaware of the variety of activities CAP provides. "You do interesting volunteer work," he said. "I was especially interested in your cadet program's aviation education."

The event concluded with a tour of the magazine's Washington bureau. >> 1st Lt. Guilford Queen



Photo courtesy of National Press Club

Cadet Chief Master Sgts. Victor and Kristen Santos and 1st Lt. Guilford Queen, front row, of the Bethesda-Chevy Chase Composite Squadron join Ed Hazelwood, left, and James Dandridge of the National Press Club.

North Central

Iowa cadets prepare to launch news-style TV broadcast

IOWA – Des Moines Metro Cadet Squadron cadets worked recently with Iowa State University graduate students to put together a news-style television broadcast to be posted on the Iowa Wing's Web site and YouTube.

As part of the project, cadets took over the university's TV studio and filled key roles as on-air talent, camera operators and production staff. "I think I've found another career opportunity," Cadet 2nd Lt. Zach Olmscheid said as he walked off the set following his aerospace education segment. His first career choice and ultimate goal is to be a U.S. Air Force pilot.

"Studies show most people are afraid to speak in public. This activity, and others like it, will help build confidence that will last a lifetime, which is what cadet programs is all about," said Capt. Betty Kelly, the Des Moines squadron's commander. "We are grateful the students and staff at ISU have given us the opportunity to work closely with them once again." >> Capt. Christopher Colvin



Photo by Capt. Christopher Colvin, Iowa Wing

Cadet 2nd Lt. Zach Olmscheid, left, and Cadet Tech. Sgt. Marcus Kelly prepare to record a segment promoting aerospace education and cadet programs during a taping session at Iowa State University's TV studio.

Northeast

N.Y. cadets head to woods for leadership training

NEW YORK – More than 50 cadets from four of the Long Island Group's six squadrons spent a weekend in the woods of Blydenburgh County Park in Hauppauge sharpening a variety of skills as part of a leadership bivouac.

After setting up for the weekend by erecting tents and collecting firewood, the cadets participated in team- and confidence-building exercises and attended classes on such topics as customs and courtesies, basic leadership, drill and ceremonies, general CAP knowledge, critical incident stress management and uniform care and wear.

Capt. Ben Nodar, commander of the host unit, Suffolk Cadet Squadron 10, handled the overall command as project officer for the weekend. A team of cadets led the bivouac — Cadet 1st Lt. Krystal Reynolds of Squadron 10, commander; Cadet 1st Lt. Alex Scandialoto of Suffolk Cadet Squadron 5, deputy commander; and Cadet 2nd Lt. Stephanie Filiberto of the Col. Francis S. Gabreski Squadron, executive officer. For many of the cadets involved, the weekend of training served a dual purpose by helping prepare them for participation in the Rhode Island and New York Wing encampments. >> Lt. Col. Jim Ridley

Photo courtesy of Long Island Group Public Affairs



Cadet 1st Lts. Alex Scandialoto and Krystal Reynolds — deputy commander and commander, respectively, of the Long Island Group's leadership bivouac at Blydenburgh County Park — confer during the training weekend.

Pacific

Hawaii cadets participate in drive to aid homeless children

HAWAII – Members of the Wheeler Composite Squadron recently took to the streets with other local volunteers to help homeless children on the island of Oahu by collecting donations and personal hygiene items. Within three hours, the effort netted more than \$1,000 and numerous full bags of supplies.

The campaign was held to help children who live on the island's beaches or who have been placed in temporary living situations after being displaced from the beaches. CAP partnered with the Christmas Wish Program and National Youth Service Project to conduct the fundraiser.

"Our outreach extends to provide services to about 130 *keiki* (children) living in this poverty situation," said Magin Patrick of the Christmas Wish Program.

2nd Lt. Carol Daul served as CAP coordinator for the event, which, she noted, represented an excellent start for a new community service program for the unit's cadets. >> 1st Lt. Wesley Kajiwara



Photo by 1st Lt. Wesley Kajiwara, Hawaii Wing

Cadet Staff Sgt. Jeremiah Daul promotes a fundraising campaign for Oahu's homeless children while Cadet Airman Ariana Bean collects donations from a passing motorist.

Rocky Mountain

Space shuttle test firing provides aerospace education learning experience

UTAH – Utah Wing squadrons have had a special advantage for years in making aerospace education an unforgettable experience for cadets — Chaplain (Maj.) Milton Maughan of the Cache Valley Composite Squadron, a systems analyst at ATK Launch Systems' rocket motor manufacturing facility near Promontory. Thanks to Maughan, members have been able to plan a full day of aerospace education around the facility's twice-a-year space shuttle engine test firings.

With the space shuttle program being phased out, 15 cadets and five senior members from the Cache Valley, Blackhawk Cadet and Phantom Cadet squadrons recently witnessed what may prove to be the last test firing. A full morning was devoted to classroom sessions on industrial security, the manufacture of space shuttle booster motors, the importance of postsecondary education and how developments in space technology have had a positive impact on the U.S. standard of living over the last 60 years.

After the static test, CAP assisted ATK security officers in the orderly exit of hundreds of vehicles from the public parking area. Then three of four members of the 2008 Rocky Mountain Region Cadet Color Guard, assisted by a member of the 2007 team, had the honor of retrieving U.S. flags from flagpoles at the main and overflow viewing sites. >> Chaplain (Maj.) Milton Maughan



Photo by 1st Lt. Inken Christensen, Utah Wing

Rocky Mountain Region Color Guard members, from left, Cadet Airman 1st Class McKelle Tobey, Cadet Airman Kelsi Christensen and Cadet Tech Sgt. Stefani Lewis lower the flag after the test firing.

Southeast

Alabama cadets get firsthand feel for Air Force weather mission

ALABAMA – Mobile Composite Squadron cadets went along for the ride recently when the 53rd Weather Reconnaissance Squadron flew a practice mission out of Keesler Air Force Base in Biloxi, Miss. After a ground briefing by crew members, the CAP cadets boarded a 1999 C-130J Hercules aircraft for the flight, which took them over the Gulf of Mexico. During their roughly 90 minutes aloft, they flew from Keesler to Dauphin Island, over Mobile Bay, back up the coast to the Mississippi River south of New Orleans, then back to Keesler. Joining them on the practice mission were nine University of South Alabama Air Force ROTC cadets and another Mississippi Wing squadron from Meridian.

Afterward, the Mobile squadron cadets attended an Honor Guard training camp. They underwent a rigorous four hours of nonstop training complete with an Air Force drill sergeant who conducted a surprise uniform inspection. Before departing the next day, they were honored guests at a drill team competition. >> 2nd Lt. Emmett Farnell



Photo by 2nd Lt. Emmett Farnell, Alabama Wing

A 53rd Weather Reconnaissance Squadron crew member shows Mobile Composite Squadron cadets the C-130J Hercules' dropsonde, a weather reconnaissance device.

Southwest

Texas Honor Guard cadets help open NBA playoff

Photo by 1st Lt. Nancy Kerr, Texas Wing



The Lackland Cadet Squadron Honor Guard, from left, Cadet 2nd Lt. Colleen Rojas, Cadet Chief Master Sgt. Kris Kerr, Cadet Sr. Airman Micah Jones and Cadet Staff Sgt. Nicole Miglis, stand in front of the AT&T Center before presenting the colors during a Western Conference Semifinals contest.

TEXAS – Lackland Cadet Squadron's Honor Guard cadets found themselves in an unusually high-profile position — center court — for the start of one of San Antonio's major sporting events of the year — game three of the heated NBA Western Conference Semifinals between the San Antonio Spurs and the New Orleans Hornets. As 18,797 fans awaited tipoff at the AT&T Center, the Honor Guard members were the center of attention. The cadets had been called on to use their extensive training and tradition of precision and teamwork to present the colors.

They marched to center court past such superstars as the Spurs' Tim Duncan, Tony Parker and Manu Ginobili and the Hornets' Chris Paul and David West, who had lined up to be introduced before the action commenced. As they presented arms after halting at the Spurs' emblem at center court, they heard world-renowned saxophonist Mike Phillips perform the national anthem. The cadets then stood at present arms while thousands looked on and millions more viewed on TV. >> 1st Lt. Nancy Kerr

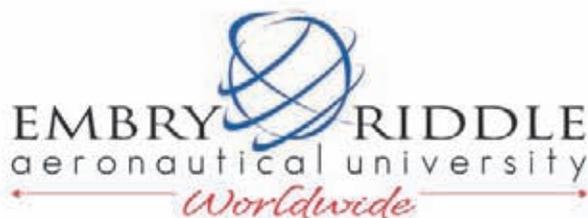


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