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Photo courtesy of Don Koidani

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ON OUR COVER

Highlighting Civil Air Patrol's importance to our nation's history and its decades-long relationship with Cessna Aircraft Co., a CAP Cessna 182 flies over Mount Rushmore National Memorial in South Dakota. Turn to page 26 for more on the partnership between CAP and Cessna.
Photo by Capt. Rick Goeringer, South Dakota Wing

Thanks,

CAP Honors Men and Women of Service

By Neil Probst

Cadet Maj. Patrick Claggett, 20, a Civil Air Patrol cadet for eight years and a member of Air Force ROTC, led the Middle East Region Honor Guard during Wreaths Across America ceremonies.



Photo by Susan Robertson, CAP National Headquarters

Dec. 15 at Arlington National Cemetery brought a flood of memories of sacrifice that stretch back a hundred years or more.

Thanks to Civil Air Patrol members who gathered there for Wreaths Across America, veterans who fought for freedom were remembered and current members of the military were honored as well.

CAP cadets and officers ensured veterans like John A. Foute of Louisiana, who served during World War I, and 1st Lt. William BeGole, who was two weeks from his 21st birthday when he died during World War II, received thanks by placing red-ribboned green wreaths upon their white gravestones.

Many who came to honor Foute, BeGole and thousands of other veterans were close in age to those whose graves they decorated.

"It's cold outside, but there's not a lot you can do for



Cadet Staff Sgt. Kayleigh Fountain, left, and CAP Interim National Commander Brig. Gen. Amy Courter, right, flank Assistant Secretary of the Air Force for Manpower and Reserve Affairs Craig W. Duehring as he speaks during a Wreaths Across America ceremony at the U.S. Air Force Memorial in Washington, D.C.

Photo by Susan Robertson, CAP National Headquarters

Veterans!

Photo by Susan Robertson, CAP National Headquarters

the people who have passed. This is a good way to show appreciation,” said Cadet Airman Logan Kendall, whose face was reddened by the day’s numbing chill.

Shortly afterward, the 13-year-old and other CAP Middle East Region Honor Guard members joined Interim CAP National Commander Brig. Gen. Amy Courter in laying wreaths at veterans’ graves.

Courter placed a wreath at the tombstone of a native son, Cpl. Dewey C. Strong of Washington, D.C., who served in World War I. Then she stepped back, paused and saluted. Her reverence was echoed numerous times throughout the day by others honoring loved ones and friends buried in the cemetery.

Tributes recognized soldiers still serving, recently deceased veterans and victims of the 2001 terrorist attacks.

Lt. Col. John Davies, husband of National Capital Wing Commander Col. Jane Davies, knelt and laid a wreath at the grave of his former commander and Pentagon coworker Lt. Gen. Timothy Maude, who was in the E-ring on Sept. 11, 2001, when terrorists crashed an airplane into the building.

Davies, a retired Army colonel who escaped the attack, helped aid coworkers near the blast.

“I’ve got a number of folks who worked with me in the Pentagon on 9/11 who are buried here ... my boss and some folks who worked for me and with me,” John Davies said.

In recalling his friends, Davies summed up much of the meaning of Wreaths Across America.

“You need to remember what took place and see all the individuals, soldiers and family members who are buried here who gave their lives, or a good portion of their lives, for this country. This is very meaningful and

puts everything in perspective,” he said.

Emotions Run High

Four Civil Air Patrol members who laid wreaths alongside Courter were reflective and humbled by the experience.

Capt. Charles “Chuck” Wright, commander of the Kansas City Composite Squadron, and 1st Lt. Cathy Metcalf, Wright’s deputy commander, represented the officers and cadets of their unit who sold the most Wreaths Across America sponsorships.

The top cadet seller, Staff Sgt. Kayleigh Fountain of the Michigan Wing’s Rochester-Oakland Composite Squadron, and the top officer, 1st Lt. Patrick Mulvey of



Photo by Susan Robertson, CAP National Headquarters

Civil Air Patrol Honor Guard members stand at ceremonial-at-ease before placing a wreath at the U.S. Air Force Memorial in Washington, D.C., during a Wreaths Across America ceremony.

the Texas Wing's El Paso Composite Squadron, also proudly represented their units.

All recalled military family and friends who were dear.

Metcalf's voice cracked as patriotism welled up inside her.

"My son's going into the Air Force, and I'm just proud to be an American," said Metcalf, whose father fought in World War II and grandfather served during World War I.

"As a Marine veteran from Vietnam, I lost a lot of my buddies there, so it's very meaningful to be here," Wright said.

Chance Of A Lifetime

In addition to Arlington, Fountain participated in CAP's wreath-laying ceremony at the U.S. Air Force Memorial, where she held the microphone for Courter and Assistant Secretary of the Air Force for Manpower and Reserve Affairs Craig W. Duehring.

Below the three stainless steel spires that mirror the "bomb burst" maneuver of the Air Force Thunderbirds, Duehring told spectators about a special part of his life before his three-decade stint in the Air Force.

"I started out in Civil Air Patrol in 1959 as a cadet," said Duehring, a decorated combat pilot who has flown more than a dozen types of aircraft, including more than 1,200 hours in the A-10 Thunderbolt II.

"It's just ironic that after all these years the circle has completed, and I'm back with CAP," he said.

After a tour in Southeast Asia in the Air Force, Duehring rejoined Civil Air Patrol in Selma, Ala., at Craig Field Airport.

"I owe just about everything I've ever done (to CAP). Other than the influence of family, it was Civil Air Patrol that influenced me. It gave me a new set of friends, it gave me goals, it

gave me a very structured leadership program. I learned how to get out in front of people and speak," he said.

"I learned how to plan and organize and work with groups of folks other than my playmates," he continued, "so when I was able to make the break, graduate from college and go into the Air Force, I was better prepared, not just because of the aviation background, but because I'd had some leadership training. It's just been great," he said.

"Members of the Civil Air Patrol proudly gather here with our brothers and sisters of the Air Force to pause and remember America's heroic airmen, who represent courage and valor at its highest level," said Courter. "We owe them a debt of gratitude for their great



Photo by Capt. Don Haines, Middle East Region

A wreath laid by Civil Air Patrol cadets sits beneath a barren red maple tree at the Civil Air Patrol Memorial in Arlington National Cemetery.



Photo by Susan Robertson, CAP National Headquarters

Senior Airman Hugo Aldana, a recent Honor Guard Academy graduate, plays taps to conclude the Wreaths Across America ceremony at the U.S. Air Force Memorial in Washington, D.C.



Photo by Susan Robertson, CAP National Headquarters

Civil Air Patrol leaders, from left, Maryland Wing Commander Col. Gerard Weiss, Virginia Wing Commander Col. Eric Litt, Maine Wing Commander Col. Chris Hayden, National Capital Wing Commander Col. Jane Davies, Middle East Region Commander Col. Kay Walling and Interim National Commander Brig. Gen. Amy Courter salute after placing wreaths on graves in Arlington National Cemetery.



Photo by Susan Robertson, CAP National Headquarters

Middle East Region Honor Guard cadets place a wreath at the Civil Air Patrol Memorial inside Arlington National Cemetery. The memorial is dedicated to the memory of CAP members who gave their lives in service to the nation.

sacrifices and for safeguarding American freedom.”

Courter also praised the partnership between Civil Air Patrol and Worcester Wreath Co., which donated more than 15,600 wreaths CAP members placed on 268 state and national veterans’ graves across the country, including 10,000 laid on grave sites at Arlington.

Diligence Pays Off

The Honor Guard’s participation at Arlington and the Air Force Memorial was led by Cadet Maj. Patrick Claggett, a past commander of the Middle East Region Honor Guard. The ceremonies



Civil Air Patrol members, from left, Capt. Charles "Chuck" Wright and 1st Lt. Cathy Metcalf of the Kansas Wing, Cadet Staff Sgt. Kayleigh Fountain of the Michigan Wing and 1st Lt. Patrick Mulvey of the Texas Wing stand together at Arlington National Cemetery. All were invited to lay wreaths with Interim CAP National Commander Brig. Gen. Amy Courter in recognition of their success in selling wreaths sponsorships.

culminated months and years of practice for the cadets, many of whom attend CAP's Honor Guard Academy every year to perfect their craft.

Claggett, an eight-year member of CAP who began serving at the age of 12, has enjoyed Honor Guard for six years. His grandfather, a colonel in the U.S. Army who fought in Korea and Vietnam, is buried at Arlington, and Claggett laid a wreath there.

Already destined to serve his country, Claggett, an Air Force ROTC member, hopes to be a flight surgeon in U.S. Air Force F-15 Eagles after he graduates from the University of Maryland and receives his commission.

"The feeling was ... it's very difficult to describe," said Claggett. "I was touched and honored to see all the people who were there. I was absolutely amazed by that because I knew it was a big deal, but I had no idea there would be that many people there to honor and support our troops." ▲

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Wreaths in Luxembourg

First Overseas Ceremony Honors 'Bulge' Heroes

By Neil Probst

The Ardennes Forest around the cemetery is beautiful and enticing. Tall, lush spruces, beeches and oaks enclose a field of 5,076 white crosses on green grass.

In December 1944 this scene wasn't so tranquil.

German forces commanded by Adolf Hitler pounded through the Ardennes in a surprise attack that bloodied the fields with German and Allied victims, especially Americans. Almost 20,000 of the nation's soldiers were killed.

Today's peace masks much of the region's bloody history, but the crosses at Luxembourg Military Cemetery will always remind the living of the sacrifices there.

On Dec. 15, Civil Air Patrol members gathered at the cemetery for the first-ever overseas Wreaths Across America ceremony, just a day before the anniversary of the start of the Battle of the Bulge on Dec. 16, 1944.



Color guard members, from left, Cadet Airman 1st Class Kimberly Jones, Cadet 2nd Lt. Blaze Wright, Cadet 2nd Lt. Ronnie Evans III and Cadet Staff Sgt. John Okolsky take part in the Wreaths Across America ceremony in Luxembourg.

Cadets from the Spangdahlem Cadet Squadron in Germany traveled across the border into Luxembourg for the event.

"It's a great honor to do this for them," said Cadet 2nd Lt. Ronnie Evans III, the squadron's deputy commander, "because it's not for us at all. It's for them, dying for us for the freedom we have today."

Evans was among 15 cadets who took part in the ceremony.

2nd Lt. Frank Schuler, the squadron's aerospace education officer, helped organize the event. He lives in a town in Luxembourg that was hit hard by the Battle of the Bulge. "My granddaddy was 13 years old when that happened," said Schuler.

"He got his first chocolate and chewing gum in December 1944 from the American troops. I have been inspired to keep the history updated, and I'm very happy I can

be in Civil Air Patrol to share the knowledge I have with the cadets,” said Schuler, who also passes on his understanding of the war to students at the high school where he teaches.

During the Wreaths Across America ceremony, squadron Cadet Staff Sgts. Rowland Evans and Kyle Stephens helped place seven wreaths at a chapel altar, which were moved to soldiers’ graves representing the Air Force, Marines, Navy, Army, Merchant Marines, Coast Guard and POW/MIAs.

Cadets also served as color and honor guard members, ensuring the ceremony was conducted with the most appropriate respect.

Cadet 2nd Lt. Blaze Wright, cadet commander, led the color guard. The youth is well-qualified to lead such ceremonies, having already taken part in a ceremony held in Normandy, France, the site of another historic World War II battle.

“It felt really good because I’m a big history buff and I always wanted to join the military, and it makes me feel good I could honor our soldiers,” Wright said.

Capt. Timothy Wright, the squadron’s public affairs officer and father of Blaze Wright, said the squadron traditionally holds remembrances at Bastogne, Belgium, but Schuler discovered recently that Worcester Wreath Co. was seeking an overseas location for a Wreaths Across America ceremony.

Schuler contacted company representatives, who agreed to send one large wreath to Luxembourg for the occasion. The Spangdahlem CAP squadron donated the other six wreaths.

“It’s an amazing feeling. It’s hard to explain, especially once you’re actually doing it. Your heart goes out and it’s hard to believe so many Americans gave their lives for our freedom that so many of us take for granted today,” Timothy Wright said. ▲

2nd Lt. Frank Schuler salutes during the Wreaths Across America ceremony held at the Luxembourg Military Cemetery and Memorial. Schuler helped organize the ceremony after learning that Worcester Wreath Co. was interested in supporting an overseas event.



Cadet Staff Sgt. Rowland Evans, right, stands at parade rest alongside Air Force and Marine servicemen before placing wreaths on an engraving of a quote from President Eisenhower, who served as commanding general of the victorious forces in Europe during World War II. At the end of the ceremony, CAP cadets and representatives of the Air Force and Marines placed red-ribboned wreaths on soldiers' graves.



Photo courtesy of American Battle Monuments Commission

White crosses cover Luxembourg Military Cemetery and Memorial, where 5,076 American veterans are buried. Most lost their lives in Adolf Hitler's Ardennes offensive, known as the Battle of the Bulge. The cemetery was the site of the first overseas Wreaths Across America ceremony, where members of CAP's Spangdahlem Cadet Squadron in Germany joined members of the U.S. military in honoring the sacrifices of American soldiers.



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As CAP's interim national commander, I was pleased and extremely proud to join with our region and wing commanders recently in presenting the 2007 Civil Air Patrol Annual Report to Congress to our federal legislators during Legislative Day. There is one overriding reason for CAP's impressive success in fulfilling its legislatively mandated mission to provide aerospace education, cadet programs, emergency services and disaster relief — accountability.

In Civil Air Patrol, our members achieve accountability by holding themselves and their team responsible for achieving the best possible outcomes, especially under difficult circumstances. So even when our budgets are lean, the hours are long and arduous and the missions particularly daunting (which is more often than not the case), we forge ahead, undeterred, serving the citizens of our communities to the very best of our abilities 24/7, 365 days a year (366 this year!).

Accountability in three critical areas of influence — CAP's leadership, members' expertise and individual member's commitment to the organization — guide Civil Air Patrol's strategic planning. As national commander, I am accountable to the region commanders and all the members of CAP; the wing commanders are accountable to the wing members; and so on. We are led in our decisionmaking across the board by CAP's Constitution and Bylaws, our governing documents that gradually change over time to keep pace with emerging needs. The first factor of accountability, then, is the leadership and its governing documents.

We are also accountable to America for the level, degree and amount of professional development and technical training provided to our members. Pilot training and technological savvy for both aerial and ground team members, with an emphasis on safety, are paramount to our success in all areas, including our influence and reach in the Cadet Program and the Aerospace Education Program. The membership's skill is the second factor of accountability.

However, an individual's "will" — the innate desire to make a difference through dedication to the CAP program — is the single most critical factor that keeps CAP's accountability real. The first two influencers combined — leadership and training — contribute to each member's drive to succeed but, at the end of the day, it is an unwavering, patriotic desire to make a difference in the lives of their fellow citizens that determines each member's effectiveness and CAP's collective impact.

The will of each member, specifically individual accountability, is ultimately what drives CAP's success. And, opposed to the other influencers, this one can be affected instantaneously through commitment and dedication to Civil Air Patrol. All CAP members have the ability to contribute to the positive change that is the hallmark of our success every minute, by simply making that commitment to personal accountability.

The challenge is before us and together, as always, we will rise to the occasion!

Always vigilant!

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

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

CIVIL AIR PATROL volunteer



Volunteer Support to the Air Force, or VSAF, has added an exciting new dimension to the Civil Air Patrol's historic partnership with the U.S. Air Force.

Through VSAF, CAP members will have the opportunity to work at bases alongside the Air Force, providing vital support functions that have been reduced or, in some cases, eliminated due to deployments and draw-downs. Before now, a structure did not exist to match our volunteers' capabilities with the needs of personnel at our nation's Air Forces bases.

This is a an important opportunity, one made possible at the highest level of the Air Force by one of our very own — former Civil Air Patrol cadet, now Assistant Secretary of the Air Force for Manpower and Reserve Affairs Craig Duehring.

A six-month test phase for VSAF was launched Jan. 28 at Wright-Patterson Air Force Base in Ohio and Randolph Air Force Base in Texas, with more bases and volunteer opportunities to be added later this year.

A distinctive polo and khaki uniform, rather than a military-style uniform, was chosen for the program to eliminate any confusion, since it is anticipated that members will frequently work with Air Force civilian employees, enlisted personnel and junior enlisted personnel or dependents, many of whom may not be familiar with CAP's rank structure.

Because so many CAP volunteers also served in the military, a palpable enthusiasm exists among our members for this program, which also will help raise the visibility of CAP among our airmen. We are proud to offer this opportunity to assist our nation's military and their dependents in such meaningful ways.

A variety of volunteer opportunities exists in Civil Air Patrol and continues to evolve in response to the needs of our communities, our members, our partner organizations and the general public. If you are interested in making a difference in someone's life, I encourage you to go to your local squadron's next meeting and see what role you can play — in the air or on the ground.

Don Rowland

Executive Director

CAP delivers aid to devastated Alabama community

CAP members joined Interim Civil Air Patrol National Commander Brig. Gen. Amy Courter, shown here talking to a tornado victim, in assisting Prattville, Ala., residents whose lives were turned upside-down by a tornado on Feb. 17. More than 200 homes were damaged or destroyed by the EF3 tornado. The next day, as Alabama Wing crews took aerial images of the disaster zone, Courter and other CAP members went door-to-door providing coffee, hot chocolate, hot dogs and pasta long into the evening for more than 350 people. Members also joined others in the local community who washed splinters, glass and insulation out of victims' clothing — more than 75 loads of laundry for about 10 households that had lost everything.



Photo by Susan Robertson, CAP National Headquarters

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Photo by Maj. Jimmy Mitchell, Alabama Wing

Aerial photos capture the mayhem

An Alabama Wing aerial photo shows some of the devastation suffered in Prattville, site of a recent tornado. Two Satellite Transmitted Digital Imaging System crews from Tuscaloosa and Birmingham composite squadrons flew missions in support of the Alabama Emergency Management Agency, Department of Homeland Security and other organizations.

CAP Experience

Follows Commander Throughout Career



Photo courtesy of U.S. Air Force

Though Gen. Victor Renuart was a member of Civil Air Patrol for only one year about 30 years ago, he has carried the lessons he learned as a first lieutenant in the Selma, Ala., squadron with him throughout his military career, including his current position as commander of North American Aerospace Defense Command and U.S. Northern Command.

“As I have

grown through my career I’ve been in a number of jobs where coalition-building was needed — the ability to pull in the diversity of civilian and military views. It allowed me and many officers to be better at coalition-building,” he said.

Renuart said he also likes the idea of having CAP members available as the eyes and ears of his command.

“In my current job I have the opportunity with CAP to provide rapid response for border security and illegal trafficking. They have the training in what to look for and it is an important tool,” he said.

Renuart was involved with CAP at now-defunct Craig Air Force Base in Selma with several other young fliers. He said when he was a CAP member he was involved in some search and rescue and firefighting missions.

“My most memorable experience was flying support with the folks with the forestry service and firefighters working some rather large fires in Alabama,” Renuart said, adding that he used his search and rescue training as an A-10 and helicopter pilot throughout his career.

Renuart is a big fan of the Civil Air Patrol and the people who come through the program.

“The young men and women get exposure (through CAP) to the Air Force and some choose to

pursue a career (in the military). It is very much a retention tool,” he said. “It’s been fun to cross paths with former CAP members now serving.”

Renuart said he has gone to bat for CAP whenever discussions have come up in Air Force circles about funding cuts. “I have raised objections as both the commander and as an airman. We get a great bang for the

“We get a great bang for the buck and I am a strong proponent of keeping them fully funded and fully utilized.”

*— Gen. Victor Renuart,
commander of NORAD
and U.S. Northern Command*

buck and I am a strong proponent of keeping them fully funded and fully utilized,” he said.

“CAP is from the local area, so they know the area and can respond immediately,” he said. “They can also provide situational awareness to what is happening on the ground. It is an economic way to develop well-trained eyes and ears for responders to get to the right place,” he said. ▲

To Mars and beyond

NASA educator teaches CAP cadets to aim high

By Donna Harris

Fifteen years ago, Maj. Jondarr Bradshaw's life flashed before his eyes. He was only 30 years old when he had the heart attack. Lying there at the mercy of paramedics, he kept thinking about his father's words ... about how a man should leave the world better than he found it. "Had I died at that moment, the world wouldn't have been a better place," he said.

Fast forward to now. The Cleveland man is divorced, with a grown son, two dogs and a house he rarely inhabits. He lives at his office, but spends most of his time in airports and hotel rooms doing a job he loves. "It is really the coolest job in the world," he said.

Bradshaw, a former Army Reservist and helicopter pilot, is employed by Paragon TEC, a NASA contractor

that oversees and manages NASA's Science, Engineering, Mathematics and Aerospace Academy (SEMAA), one of the space agency's premier K-12 educational projects. As operations manager, Bradshaw helps develop educational activities for children that incorporate emerging technologies and parallel real-world scientific research being conducted by NASA.

His job takes him around the country, training teachers and working with children of all ages and backgrounds, to show them that science, technology, engineering and math (STEM) is not only fun but can lead to an exciting, high-paying job with NASA. "These hands-on, inquiry-based learning activities are designed to jump-start kids' imaginations and show them it's possible to go beyond where they ever thought they could," he said.

“The nation has a vision for space exploration that will take us back to the moon, on to Mars and beyond.”

— Maj. Jondarr Bradshaw

Mission to Mars

The Mission to Mars project, a hands-on traveling exhibition for science education that toured major science centers and museums across the U.S. for several years, is one example. Developed by Ohio's Center of Science and Industry in partnership with NASA and the National Science Foundation, the exhibition featured a simulated Martian habitat complete with space suits, talking computers and a realistic Martian landscape.

Visitors were guided on simulated missions and learned about NASA's plans to send humans to Mars. During the six-year tour, Bradshaw logged an impressive 7,632 hours in a Mars mission simulator.

Not all jobs with NASA require flight training. Bradshaw says NASA needs doctors, scientists, engineers and researchers. The agency also needs administrators, writers and even artists to help communicate the "Nation's Vision for Space Exploration" to the general public.

Bradshaw believes nothing is more important than teaching America's youth to be scientifically literate. He uses his infectious love for science and math to actively encourage students to pursue STEM careers.

"STEM literacy has moved to the forefront of our nation's agenda," he said. "It plays a vital role in our national security and economic interests. Today's students will be tomorrow's workforce. Their knowledge and understanding of STEM subjects will be critical to maintaining U.S. leadership in technology and innovation. But all of the available research makes clear the U.S. is facing a critical shortage of young people prepared to enter the STEM workforce. That means America's position as a global leader is in jeopardy."

As a NASA contractor, Bradshaw works with others to inspire, engage and educate the nation's youth. By using a series of fun, engaging, hands-on activities involving robotics, rocketry, astronomy and flight, he

hopes to foster a genuine love of STEM studies in K-12 students that will encourage them to want to pursue these subjects in college, to graduate with a STEM degree and to eventually hold a position with NASA or any number of high-tech firms or scientific research facilities.

Students in STEM fields will provide the workforce with vital military, government and industry jobs, he said. In the bigger picture, STEM expertise keeps the U.S. on top of space exploration.

"The nation has a vision for space exploration that will take us back to the moon, on to Mars and beyond," he said.

Beyond is where Bradshaw would love to be. With all those hours on a make-believe Mars, he'd trade it all for just one step on the real thing.

Bradshaw, who began flying at age 14, has dreamed of becoming an astronaut for years. "It's all I've ever wanted to do since I was 4

years old," he said. "That was always my ultimate goal."



CAP Maj. Jondarr Bradshaw develops educational activities for children that incorporate emerging technologies and parallel real-world scientific research being conducted by NASA.

Bradshaw discovers CAP

While his health has kept him within earth's atmosphere, Civil Air Patrol kept him off the ground. He joined CAP in 2001 after an accidental discovery while looking for aerospace education resources. He would have become a member much earlier if he had known the benefits CAP offers cadets, he said.

Bradshaw joined the Ohio Wing as an Aerospace Education Member, but he wanted to get involved in all aspects of the Air Force auxiliary. He worked hard and quickly became a squadron commander, earning numerous awards including the prestigious national Frank Brewer award.

Later, he became a group commander, but he recently stepped down because travel with his job kept him from completing his duties to his satisfaction.

He is still heavily involved with CAP, working with

cadets and officers and teaching professional development classes whenever he can.

Recently, he took 25 CAP cadets to visit the NASA Aerospace Education Laboratory in Cleveland, where they watched the launch of Space Shuttle Endeavor. While there, the cadets took a virtual tour of the International Space Station, practiced landing the shuttle using an advanced flight simulator and used a micro-gravity drop tower to experiment with fluids in a reduced-gravity environment.

Bradshaw smiles as he discusses the cadets' excitement at the experience. "The look on their faces makes it all worth it to me. It's what I live for," he said.

Both his career and Civil Air Patrol give wings to his community involvement. "I want to play a role in helping my community. That's important to me. Everything I do in life comes back to that, and CAP provides a perfect outlet," he said.

Between his job and his work with CAP, it seems impossible Bradshaw could find the time to do all he does. Socially conscious and active in his community, Bradshaw willingly volunteers to work with at-risk youth. He is also a motivational speaker for the local United Way, and he volunteers as executive director of Xchange Point, a nonprofit HIV/AIDS prevention organization in the inner city of Cleveland. He got involved in the organization after the AIDS-related death of a friend.

"If there is something I can do to make a difference in my community, I will," he said. "You just have to make time. These things aren't just important to me; they are the things I do to relax, to keep me centered and to keep me humble."

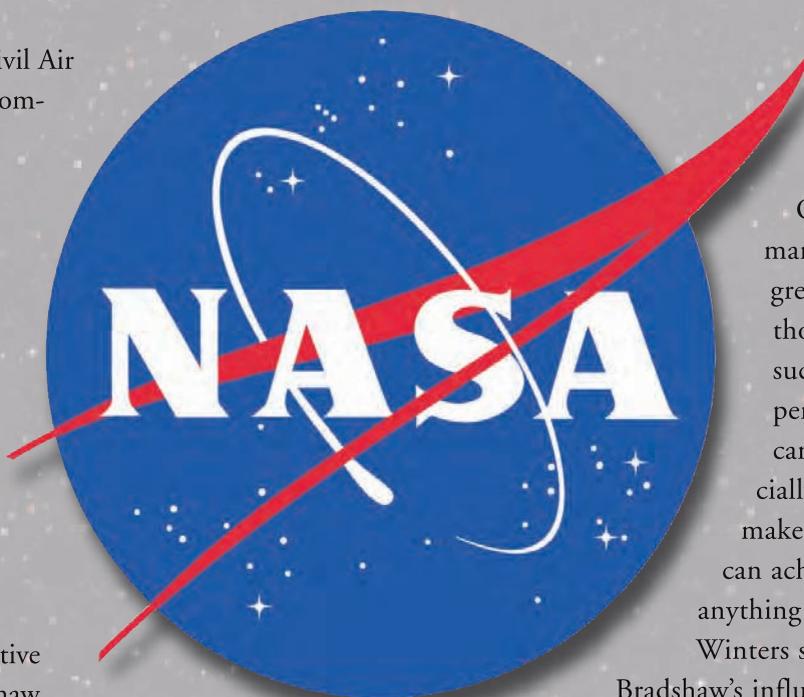
Living up to his father's ideals

Even while traveling, Bradshaw looks for opportunities to give back to others, whether in soup kitchens, churches or with various youth organizations. He is determined to live up to his father's expectations. "My dad was a real man. He was a role model for me and every other kid in the neighborhood. He taught us all that it doesn't matter what you do in life or how much you make, if you aren't willing to give something back to your community you are no kind of man. Mr. Bradshaw was some kind of man, and if I can be half the man my father was, I think I will be all right," he said.

"Jondarr is an outstanding person," said Col. Dave Winters, Ohio Wing commander. "He is just a great guy. He's one of those people who has such a nonthreatening persona that everybody can approach him, especially young people. He makes them believe they can achieve anything, that anything is possible."

Winters said he has witnessed Bradshaw's influence on students and cadets. "He's reached a number of young people who go on and do things they never thought they could," he said. "He has found his mission and passion in life to mentor and inspire young people to go into sciences and technology."

Will Bradshaw ever step on Mars for real? "One of these days," he laughs. "I'll keep trying, but chances are, it will be one of these kids that we're working with. Hopefully, they'll look back at the things we're teaching them and they'll see them as the stepping stones that led them to set foot on another world." ▲



Undercut

Floods, Mudslides Wash Away Homes, Lives

By Neil Probst

Photo courtesy of David Mosby



Flooding in Washington filled homes with water and mud, forcing hundreds of families to evacuate. Even Civil Air Patrol members found themselves in need of rooftop rescues by Coast Guard helicopters.

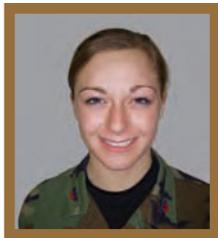
Civil Air Patrol members found themselves deep in mud in Minnesota and Washington recently, and members in Oregon dealt with similar woes after Mother Nature brought excess rain, which flooded rivers.

The waters overflowing rivers were so powerful, they washed away huge portions of land and took bridges with them. Even foundations beneath homes were undermined, so that portions and entire houses were washed away and destroyed.

Cadet Staff Sgt. Hanna Olsen of the Minnesota Wing shared a sentiment that summed up what people unfamiliar with flooding might have felt: “When we got down there, I had no idea what I was in store for. I imagined a little bit of rainfall and a little bit of damage, but the train tracks were totally ripped off their courses; houses were completely destroyed. Where a house once stood, there was nothing left. It was heartbreaking to see what had happened,” she said.

While aircrews in CAP Cessnas lent communication support for ground operations, provided aerial photography of devastated areas and flew Houston County officials above the damage, ground teams drove to hard-hit areas, then set out on foot.

Olsen found herself at the Root River alongside 2nd Lt. Jay Spreitzer and Cadet Staff Sgt. Emily Tholen. A



Cadet Staff Sgt.
Hanna Olsen

bridge over the rapidly moving water had been destroyed, marooning an entire family that relied on the crossing to reach food and supplies. The trio comforted the family members while towing them back and forth across the river several times.

Later, Olsen found herself in an even more unbelievable predicament.

“There was a house we were cleaning up. It had been washed down a hill and there was nothing left. It was completely gone. We cleaned up debris and helped save anything we could from that home. In spots, you had no choice; you were knee-deep in mud, and I didn’t

mind it all. Anything I could do to help, I was there doing it,” she said.

Olsen’s positive attitude mirrored that of the 200 CAP members who volunteered 5,600 hours to help the citizens of their communities.

For the cadets, especially, the experience was unforgettable in



Anoka County Composite Squadron members, from left, 1st Lt. Jay Spreitzer and cadets Staff Sgt. Emily Tholen and Staff Sgt. Hanna Olsen, help flooding victims out of a boat on the Root River near Houston, Minn.

numerous ways.

Cadet Tech. Sgt. Matt Frame said he couldn’t believe his eyes.

“There was a hill with trees, and it had been totally blown down. You could see trees on all sides of it except for this one huge patch where mud had knocked it down. At another house, half the basement had been torn away, and the house was standing on half a foundation,” he said.

Frame checked on the welfare of senior citizens and

even sat with other volunteers in a CAP van to protect a home.

Spreitzer said the presence of members around homes was a strong deterrent to anyone with mischief on his mind.

WASHINGTON WASHED

As if Mother Nature was imitating her work in Minnesota, heavy snow and rain also struck Washington state and Oregon.

Washington, especially, looked as if a massive pot of mud had been poured all over it.

Roads closed, power lines fell, rivers overflowed, waters systems shut down and hundreds of evacuees filled emergency shelters, according to the state emergency management division's Web site.

Hundreds of residents lost power and at least six were

killed, the site said.

Civil Air Patrol members themselves were severely affected.

1st Lt. Dan Whalen, his own basement filled with 4 feet of water, launched an e-mail in the midst of the aftermath, reporting that a Washington Wing cadet, Airman Krystina Wulff, and her family had to be rescued from their rooftop.

Most contents of the family's home were ruined.

A CAP office at Centralia-Chehalis Airport in Lewis County was flooded by 8 feet of water, which left behind 8 inches of mud. A massive cleanup effort by cadets and officers followed after the water receded.

On the first night of flooding, Whalen took 45 helicopter rescue victims from the Centralia airport to local shelters, while other members of the Lewis County Composite Squadron received, fed and warmed other



Photo courtesy of Star Tribune/Minneapolis-St. Paul

A Minnesota resident surveys what was the backyard at the home of his in-laws in Minnesota City. The Garvin Brook overflowed, taking out most of the backyards along Minnesota Street when floodwaters raged through the neighborhood. CAP members helped residents salvage their property in damaged areas like this one.

incoming evacuees who were brought to the airport.

While cadets helped make meals for helicopter aircrews and residents seeking shelter at the airport, others helped clean homes, sort thousands of donated clothing items and haul equipment and supplies.

Even before flooding hit the family's house, Whalen's wife, 1st Lt. Rita Whalen, was already managing the intake of clothing at a nearby Salvation Army community center.

CAP 1st Lt. Ron Wehnau, also the local Salvation Army captain in Centralia, said the post was activated as a shelter and was strewn with cots to provide refuge for flood victims, many of them arriving from the Centralia airport.

In the midst of the relief effort, his daughter, Cadet Airman 1st Class Tiffany Wehnau, was trapped at the airport with three fellow cadets and flood evacuees in the airport lounge.

Tiffany Wehnau, like Wulff's family, rode a Coast Guard helicopter to safety.

"The airport went under 6 to 8 feet of water," Ron Wehnau said.

Nearly 10 counties in Washington were affected, and the damage in Lewis County itself was tremendous, he said.

He spoke of the recovery effort as a half-year to year-long project.

"We lost just in Centralia alone 14 homes that are considered destroyed, but there were over 500 homes damaged by the floodwaters. According to FEMA (Federal Emergency Management Agency) 2,209 homes were affected by flooding in Lewis County," he said.

Ron Wehnau and Dan Whalen directed much of CAP's efforts in their area.

"CAP members also were able to take cleanup kits and disaster supplies into the hardest hit areas of the county, where they helped with traffic control," Wehnau said.

STORIES OF HEROISM

The CAP story in Washington is filled with excellent team efforts, as well as the sacrifice of individual CAP families, like Sr. Mbr. Elizabeth Isham and her children, Cadet Staff Sgt. Zack Isham and Cadet Airman 1st

Class Katina Isham, who helped clean homes and feed families.

In the Boistfort Valley, a hard-hit area where the water system was destroyed, 1st Lts. Gregg and Ruth Peterson and their children — Cadet Lt. Col. David Peterson, Cadet Chief Master Sgt. Jonathan Peterson and Jennifer Peterson — fed and helped residents at



Photo by 1st Lt. Ruth Peterson, Washington Wing

To help heat homes in the aftermath of severe flooding, Washington Wing cadets collect kindling for residents' fireplaces.

an emergency operations center.

Gregg Peterson opened the center and served as incident commander.

"So many people lost everything and were so overwhelmed with 2 to 3 feet of mud in their houses," Peterson said.

"When we had close to a thousand volunteers the first weekend come down into this little valley, traffic alone was a nightmare, and that's why we asked CAP cadets and senior members to help with traffic control," Ruth Peterson said.

Peterson said cadets in the valley also helped stack firewood and organize donated clothing items.

“They worked really hard,” she said.

WORKING ON THE RAILROAD

Storms caused more damage in Oregon, calling volunteers to the air.

Here, too, flooding swept the land out from under the infrastructure.

Railroad tracks that prior to the storm may have appeared sturdy were ruined. Bridges met a similar fate.

The destruction in Tillamook County in northwest Oregon was particularly severe.

Damage to railroads and rail equipment at the Port of Tillamook Bay befuddled shippers who didn't know the

extent of wreckage to rail lines.

Port Director Robert Van Borssum called on CAP to get a view of rail lines from the sky, launching with CAP pilot Capt. Dennis Wyza and scanner/observer Capt. Nick Ham.

The flying was risky, but it was the ideal CAP mission, with the customer in the cockpit.

“It was difficult to follow the rail lines through the canyons. He (Van Borssum) directed and Dennis did a good job of keeping us under the clouds and on track,” Ham said.

“While we were in the aircraft we showed Mr. Van Borssum the photos on the computer, and he said they were exactly what he was looking for,” he said.

The ultimate reward came in e-mail communication



Photo courtesy of Don Koiciak

When floodwaters submerged homes in Curtis, Wash., and other parts of the state, hundreds of residents lost power and at least six people were killed.

that Wyza and Ham received from Van Borssum weeks later.

“Without the assistance of the USCAP, the port would not have been able to respond as rapidly as it was able. ... On behalf of the board members, staff and users of the Port of Tillamook Bay railroad, please accept our appreciation for the rapid and professional assistance of the USCAP,” Van Borssum wrote. ▲

Capt. Al Pabon, the Great Lakes Region's public affairs officer; Sr. Mbr. George Supan of the Minnesota Wing; and Capt. Paula Mangum and 1st Lt. Dan Whalen, both of the Washington Wing, contributed to this report.



Photo courtesy of Capt. Nick Ham, Oregon Wing

An aerial photograph from an Oregon Wing Cessna shows how floodwaters destroyed a bridge above the Lower Nehalem River. Damaged train tracks can be seen to the left of the broken bridge.

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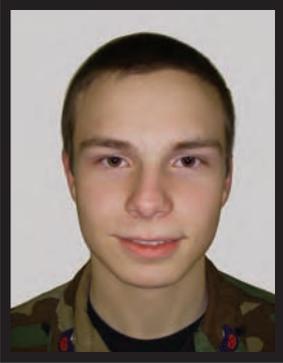


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ALUMNI

Cadets Witness Devastation



Cadet Master Sgt. Peter Mayhew

The first mission we got was to help clear out a trailer park. There was mud covering the sidewalks and the streets, and we were told to go clear that off. We got to use a fire engine and blast the streets with water.

This is the coolest thing I've ever done in CAP, being able to go down and help people out like that. I was glad I could be there. At Rushford I was grateful again for a second opportunity to come back down and continue helping.

When they (the National Guard) pulled out, the residents asked for people to come back, and they specifically asked for CAP assistance.



Cadet Staff Sgt. Emily Tholen

It was really terrible. I could see their houses ruined. It felt amazing to help them. It was sad to see everything they lost and that was broken.

The first place I was positioned, we were helping fix a road and I was stopping cars. I was standing right where a mudslide had wiped out a house, and I didn't even know that because there was absolutely nothing left.

We helped clean out a house that had fallen down, knocked out by a mud slide, and it was falling half off a cliff. We helped people take out their stuff. There was a lot of mud everywhere. You had to be careful where you stepped, because if you stepped wrong, your whole leg could be in the mud, and you had to get help to get out.



Cadet Tech. Sgt. Matt Frame

When we got there in the morning, we started at the firefighters' station, and from there went out to a trailer park home where we cleaned up some debris, which were huge chunks of wood, and we fixed grading that had fallen through.

The mud was about 6 inches high and it was everywhere on the street. Gas containers had been knocked over and were leaking in some places. After cleaning up, we also used firefighters' hoses and cleaned the streets into the river, which had exceeded its banks. The bridge had about 2 feet left before it would be covered in water. ▲

CAP, CESSNA REACH FOR THE SKIES

Civil Air Patrol and Cessna recently celebrated a milestone, the “8,000th Single Engine Delivery” of a new red-white-and-blue CAP Cessna. The celebration is one of many milestones in this decades-long partnership.

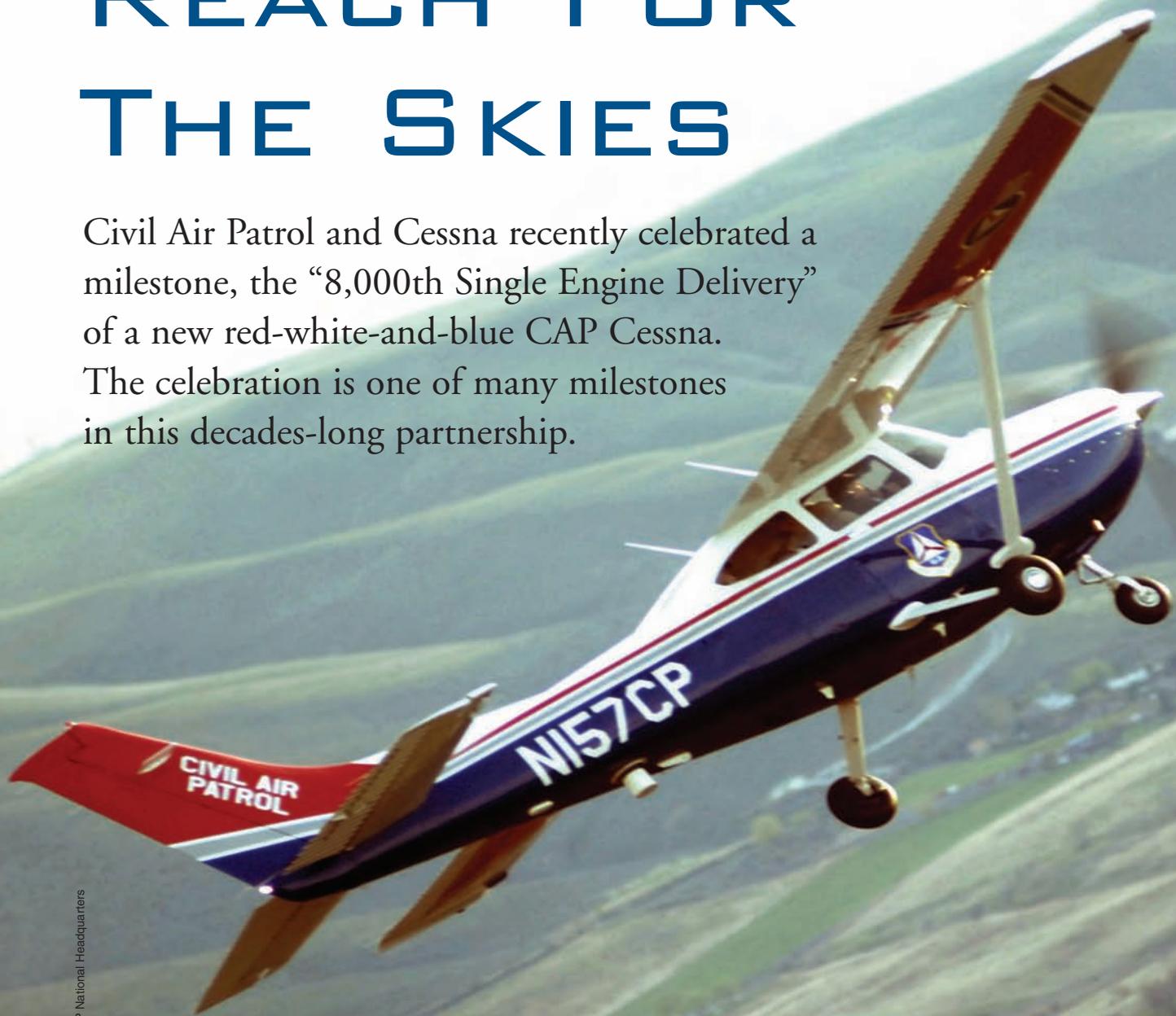


Photo by Susan Robertson, CAP National Headquarters

Celebration Highlights

Partnership

By Neil Probst

Members of the Mississippi Wing aircrew thought they were taking a routine trip to Independence, Kan. Their objective: Pick up the wing's new

Garmin glass cockpit Cessna 182 Skylane.

Upon arrival, they learned their 182 was the 8,000th single-engine aircraft to come off the plant's assembly lines.

The plane is one of 102 glass cockpit Cessna 182 Skylanes in CAP's fleet of aircraft. Its glass cockpit sets the aircraft apart from the competition.

"This airplane will do so many things a standard airplane won't do as far as situational awareness for the pilots. It makes the mission a lot safer," said Larry Kauffman, director of Fleet Management at CAP National Headquarters.

Below a banner that showed a Civil Air Patrol Cessna 182 alongside the words "8,000th Single Engine Delivery," dozens of guests, including Interim CAP National Commander Brig. Gen. Amy Courter and CAP Executive Director Don Rowland, joined Mississippi Wing Commander Col. Tim Carroll to celebrate the occasion.

"I can think of nobody better to have celebrated this milestone with than one of Cessna's oldest and most

loyal customers," said Cessna Aircraft Co. Chairman, President and CEO Jack Pelton. "Our employees are honored to be affiliated with an organization that has such a strong impact on the aerospace industry and our nation's youth. We're proud to support your efforts by providing safe and reliable aircraft for emergency services missions."

Photo by Susan Robertson, CAP National Headquarters



Roger Whyte, Cessna's senior vice president of sales and marketing, presents Interim National Commander Brig. Gen. Amy Courter with a congratulatory plaque and the keys to a CAP Cessna 182 Skylane, the 8,000th single-engine aircraft built at the Independence, Kan., plant.

"It's a big day for us and a very exciting day, because we get this special privilege of handing this aircraft over to the Civil Air Patrol. We send our airplanes all over the world, and we're particularly proud our largest fleet of aircraft is with Civil Air Patrol," said Roger Whyte, Cessna's senior vice president of sales and marketing.

Whyte said the 182 the Mississippi Wing picked up was the 177th Cessna built for Civil Air Patrol since the opening of the plant in 1997.

Courter contributed to the event with her own salute to the aircraft maker.

"As the national commander of CAP, it is my distinct honor to be here with these great partners. Truly, for us, when we think about our searches and search platforms, it's very important to have the best technology, and the Cessnas we fly, as well as the Garmin technology, are the very best," she said. ▲

From Bird Dog to Skylane

CAP Aircrews Get It Done in Cessnas

By Neil Probst and Drew Steketee

Early Cessna aircraft, like the pioneering Airmaster, flew with CAP as far back as World War II Coastal Patrol.

But it wasn't until the early 1970s that CAP began equipping squadrons with corporate-owned Cessnas, initially 234 Cessna L-19 O-1 Bird Dog observation planes and later, military surplus T-41 Mescalero trainers based on the Cessna 172.

Thus, the stage was set for a future relationship with Cessna, the world's largest manufacturer of General

Aviation (non-airline) aircraft.

"The L-19 was slow enough and you had such excellent visibility," said Lt. Col. Gary Hanson, former commander of South Bay Senior Squadron in Torrance, Calif. "It was the perfect airplane for flying a search mission, especially in mountainous terrain. I really fell in love with it."

The squadron flew the L-19 until the mid-1980s.

By the early 1990s, CAP began to transition to Cessna 172s, 182s and 206s as the standard CAP-owned aircraft. CAP's first fleet purchase began with some 100 Cessna 172s in the mid-1980s — reportedly the last single-engine Cessnas built before the compa-

ny's piston-engine production was suspended in 1986.

After production resumed with the new C-172R in 1997, CAP began buying 172s and 182s from the aircraft maker's new Independence, Kan., facility.

Later, Cessna 172Rs and the new 172S featured a more powerful 180-horsepower engine well suited to higher terrain searches and three-person CAP mission crews. CAP also is



Photo by Susan Robertson, CAP National Headquarters

The Cessna L-19 O-1 Bird Dog in front of Civil Air Patrol National Headquarters represents an era in CAP during the 1970s to late 1980s when members flew surplus military aircraft for search and rescue and other missions.



1980s-era CAP Cessnas flew incognito in civilian paint schemes for anti-drug operations. Today's aircraft carry Civil Air Patrol's proud red-white-and-blue corporate-standard paint scheme.

currently a leading customer for the even more powerful 230-horsepower Cessna 182.

“Today, we are the largest single user of Cessna aircraft in the world,” said CAP national historian and 50-year member Col. Len Blascovich. CAP’s fleet of 535 aircraft consists mostly of Cessna 182 Skylanes, 172 Skyhawks, 206 Stationairs and a few older 185 Skywagons.

Recently, Cessna shifted all single-engine production to glass cockpit avionics, replacing mechanical “steam gauge” instruments with flat-screen electronic presentations of flight data, navigation information and engine instrumentation.

CAP followed suit, equipping its newest aircraft to fly with superb position and terrain awareness using integrated Global Positioning System satellite



Photo courtesy of CAP Historical Foundation

Many aviation historians compare the performance of Cessna’s efficient, ahead-of-its-time Airmaster of the 1930s with the Cessna 172 of today. This member-owned Airmaster flew at Coastal Patrol Base 14 in Panama City, Fla., during World War II.

Before Cessna

Member-owned aircraft dominated CAP’s fleet through the 1950-1960s, with some 4,000 member planes supplementing hundreds of World War II surplus L-4 Piper Cubs and 332 post-war L-16 Aeroncas, according to CAP Historical Foundation founder and executive director Drew Steketee.

In 1952, the Air Force allowed CAP to fly its L-16s still in Air Force inventory. Those airplanes, later owned by CAP, were flown until about 1970, he said.

“They were great ‘low and slow’ airplanes for search missions, but their modest cruise performance meant it took hours to get to the mission base!” Steketee said.

navigation and computer-based air navigation and terrain map databases. Search grids can also be depicted over terrain mapping.

Just as the modern corporate-owned Cessnas were an enticement for pilots to fly with CAP in the 1990s, the “glass cockpit” Cessna of this decade offers them the latest in aviation technology to do their job and enjoy doing it! ▲

Photo courtesy of CAP Historical Foundation



A Mississippi Wing L-19 exhibits the single stripe paint scheme many CAP aircraft wore before today's new corporate livery was unveiled in the late 1990s.



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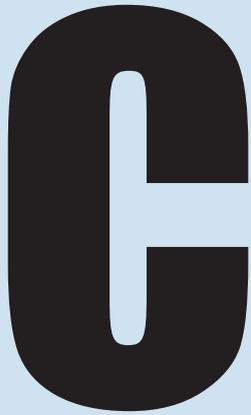
**Boosts Physical
Fitness For Children
With Disabilities**

Therapists and FBI personnel exercise with children from Shriners Hospital in Tampa, Fla., for the video "Fit for the Future."

By Lenore Vickrey



Photo by Capt. Jim Knights, Pennsylvania Wing



Capt. Jim Knights is a creative guy who is always looking for new ways to do things. His creative streak recently won him a top award, and he is getting the Civil Air Patrol some national recognition in the process.

By day, Knights is a special agent with the FBI in Pittsburgh,

working primarily in recruiting and public relations. During the recruiting process, potential FBI agents are shown a video about the bureau's physical fitness training. Knights, who is also active in CAP, had an idea: Why not show the same video to his CAP cadets as a way to get them motivated to excel in physical training?

He presented Golden Triangle Composite Squadron 603 in Pittsburgh with the video, but while he was doing so, the creative juices continued to flow. Knights, you see, is also on the executive board of the National Public Relations Committee for Shriners Hospitals for Children. The hospitals' network of 22 pediatric hospitals in the U.S., Canada and Mexico provide specialized care at no charge for children with orthopedic conditions, burns, spinal cord injuries and cleft lip and palate.

Knights connected the dots in yet another way: If an FBI video could help CAP cadets, why not make a video to help kids with disabilities, like those treated by Shriners Hospitals, using FBI agents?

"It just morphed from an idea I had for CAP cadets into a video for kids with physical disabilities," said Knights.

He pitched the idea to his unit chief at FBI Headquarters and her response was encouraging: "Make that happen," she said. The ball was rolling.

The video was taped in 2005 at Shriners Hospital in Tampa, Fla., and FBI Headquarters in Washington, D.C. "We all worked great together," said Knights. Shriners Hospital patients, some in wheelchairs, and therapists exercised alongside FBI agents from Tampa, Washington,

D.C., and Quantico, Va. Together, they smiled and stretched their way through the exercise program.

"It took about 2 1/2 years to go from the drawing board to the finished product," said Knights.

The resulting DVD, titled "Fit for the Future," consists of three 20- to 30-minute upbeat exercise routines that can be done seated or standing. Three areas are emphasized: stretching, strengthening and stamina, or cardiovascular endurance. The DVD also includes interviews with Dr. Peter Armstrong, chief medical officer of Shriners Hospitals for Children, and Veronica Venture, Equal Employment Opportunity officer for the FBI, as well as bloopers. Knights even has his own interview, during which he discusses the origin of the project and uses the opportunity to talk about rank advancements in Civil Air Patrol and the importance of physical fitness to CAP cadets.

"We believe a program featuring children with disabilities, as well as the strong presence of FBI agents as partners and role models, may help motivate children with disabilities to exercise," said Armstrong.

Another goal was to show that people with disabilities are an untapped resource, with an unemployment rate of approximately 70 percent, Knights said, adding, "just because a person is disabled does not mean he or she can't contribute to society as an employee of the FBI or other agency." To drive the point home, several FBI employees with disabilities are interviewed and shown on their jobs as part of the video.

When the DVD was completed, 5,200 copies were distributed to adaptive sports organizations, youth groups, school guidance counselors, teachers and recreational therapists. The 22 Shriners Hospitals also were provided copies and encouraged to duplicate them as needed. Plus, copies were sent to every FBI applicant coordinator.

Toni Thompson, senior occupational therapist at Shriners Hospitals for Children-Tampa and one of the exercise leaders on the DVD, said the video has been given to patients at all levels of fitness.

“Some of our elite para-athletes use the video to cross-train for their sports,” she said. “Some of our more involved patients use the video with modifications, for exercise, or as part of their exercise plan after surgery. I even gave one to the trainer for the University of Florida women’s soccer team to use with the players who need to keep up their cardio levels when they are post-op for knee surgeries and lower extremity injuries.”

Therapists also have used the DVD when helping patients set up a home exercise program. “Several children and teens thought it was cool to see the behind-the-scenes at the FBI,” said Thompson, “and they liked doing the exercises right along with the FBI agents.”

“Fit for the Future” won a 2006 Award of Distinction

from the Communicator awards, an international competition for communications professionals.

During filming, Knights said it was hard for him to believe his idea to inspire CAP cadets had actually materialized in a full-fledged video production.

“During production, I was there at the hospital and then at FBI headquarters, and at one point I just looked around and I couldn’t believe I had done this,” he said.

For more information on Shriners Hospitals, visit www.shrinershq.org. For information on jobs with the FBI, visit www.FBIjobs.gov. Copies of the DVD are available for \$5 each through the Shriners Hospitals corporate public relations department by calling (813) 281-8162 or faxing an order to (813) 281-8496. ▲



Photo courtesy of Elizabeth Ann Demas, Shriners Hospital for Children, Tampa

CAP member Capt. Jim Knights, left, also a special agent with the FBI, helped bring to life “Fit for the Future,” an exercise video for disabled children. He is shown here with FBI personnel, filmmaker Matt Giovenitti, far right, and crew members.

Best-selling author Dale Brown
takes CAP along
for the ride in his latest military thriller

By Kristi Carr

Buckle up!

One minute you're on maneuvers with four flights of Civil Air Patrol cadets in the north woods of Minnesota, and the next moment you're docking a high-tech spaceplane at an orbiting space station 200 miles above the earth. "Strike Force" is Dale Brown's 19th novel and this time he's woven CAP's cadet program into the fabric of his story.

Setting the scene with CAP

Brown's scene with the CAP cadets introduces readers to Katelyn VanWie, a 15-year-old leader of one of four flights of cadets competing to win a field exercise. Katelyn devises a cunning plan to make her flight the winner, angering the other flights and causing her commanding officer to wonder what it is about Katelyn that sets her apart. With her red hair and darker complexion, she looks different than most of the other Minnesota cadets, who are typically blond and fair. A born leader, she nevertheless appears shy at times, shrinking from the limelight. She also has an unusual condition affecting her hands.

The answers to the commander's questions about Katelyn literally fall from the sky when a helicopter sent by the U.S. State Department lands to whisk her away. You see, she isn't really Katelyn VanWie at all, but Princess Azar of the deposed Iranian Qagev dynasty, whose descendents have been living in secrecy, sheltered in America for decades.

Crafting a best-seller

Brown didn't get to be a *New York Times* best-selling author without giving his readers their money's worth. In "Strike Force," at least three different groups — Princess Azar and her followers represent just one of them — are pushing and pulling to assume power in Iran. In true global fashion, however, that struggle bleeds over to affect other countries, most notably the U.S. and Russia. Add in some in-fighting within each stakeholder's camp. Then dazzle the reader with military technology's latest and greatest. And don't forget the deceit, delivered on the most personal of levels. Brown whips all these elements into a frenzy and out pops "Strike Force."

Brown describes his writing style as "plot-centered," and he sees conflict as the most important ingredient. "It's important to give your protagonists plenty of obstacles to overcome. In my novels it's automatically assumed the good guys will win, but every reader likes to see the hero struggle. I use every device I can think of to make the reader keep turning pages."

Technology is one of Brown's trademarks. Not only is it a natural for modern military stories, it is also a primary source of the conflict Brown loves to incorporate into his writing. In "Strike Force," his protagonist, U.S. General Patrick McLanahan, spends as much time defending his high-tech spaceplanes to the White House as he does orchestrating actual battles.

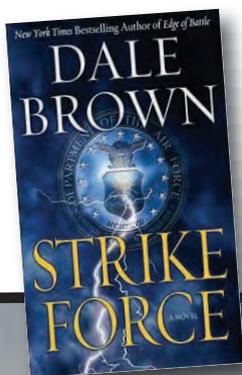
Brown sometimes refers to the naysayers as “gray-beards.”

“I see it on every level of our society, both in and outside the military and government,” he acknowledges. “It’s human nature: Few willingly choose to step outside their comfort zone. However, change is not only inevitable, it’s necessary.”

Some readers might wonder if his books’ gadgets are merely a product of his fertile imagina-

tion. Is it really possible to take a plane into double-digit Mach numbers, propelling it into space, circling the earth in a couple hours, even docking it at a space station? Brown swears it’s all true or on the verge of being so.

“All of the technologies I describe in my novels are based on real-world research and development. I discovered an Air University paper about the Black Stallion single-stage-to-orbit spaceplanes dating back to the mid-1980s. Since then there have been many advances in engines, computers and materials that I feel can make them reality today.”



Dale Brown is a prolific author of military thrillers, with 19 novels to his credit, many of them best-sellers.

Zeroing in on CAP

Brown revealed he's had the Civil Air Patrol in his sights for a while now. "I'm always on the lookout for some organization to 'technologize.' A couple years ago I did some research on the CAP and thought it might be a good candidate, and realized the CAP is a great way for kids to learn and volunteer, and for older folks to get involved with real-world activities important to their communities and their country. I considered joining the senior program myself, and still might if the writing business ever slows down."

When writing "Strike Force," he could have chosen a host of settings as the backdrop for a teenager trying to blend into an adopted culture, but Brown said, "I needed a quasi-military setting for teens for Azar to show off her leadership skills, and the Civil Air Patrol immediately came to mind."

He shared one secret, however, about the CAP scene in his novel that only insiders would know. "I often donate characters in novels to various charities and nonprofit organizations for fundraising," he explained. "The character of Katelyn VanWie was actually modeled after a girl whose parents made a very generous donation to a local nonprofit school. They are from Minnesota and vacation near where that scene was set."

About the author

Dale Brown wrote his first novel while serving in the Air Force.

"My job as a B-52G and FB-111A crew member was 'nuclear deterrence.' Seven to 14 days of alert per month restricted to the base — and sometimes just to alert the facility, and in extreme cases to the aircraft itself — gives a guy a lot of downtime. I always wanted to be a writer, and I used a lot of that free time to write."

Eventually, he left the Air Force to pursue a writing career full time.

He owns a 1979 Cessna P210 Centurion, which he tries to fly a couple hours every week to keep up his proficiency. Some of the time he uses the plane to fly on busi-

ness-related trips to book signings, fundraisers, meetings and appearances.

With experience both in and out of the military, he has opinions about service to his country: "I am in favor of a two-year mandatory national or state service commitment for able-bodied persons after age 18 before they can take out a federally guaranteed loan, take a federal or state job, attend a state-funded college or university, receive federal or state welfare benefits or compete for any federal or state contract," he said.

He adds, "Not every person is cut out for the regular military, however, which makes the Civil Air Patrol a great alternative — great training and experiences, and it provides a valuable service to our nation. But it should be one of many options and it should be something that is requested, not assigned or mandated."

Brown was once quoted as saying, "I'm always looking for the next great thing, the next challenge, the next opportunity." Now he adds, "Sometimes the next big challenge/opportunity finds you."

That was the case when his son was recently diagnosed with visual subtype dyslexia. "Rather than hold him back a grade, my wife Diane and I decided to do a combination of home schooling along with part-time participation in classes at a local private school," he explained. "So, for a minimum of 25 hours a week, I will become my son's elementary school teacher. It may mean longer evenings catching up on writing, but it means I spend more time with my son and take a much more active role in his education and development. Good trade-off if you ask me."

Wanting more

While "Strike Force" is a quick and satisfying read, it concludes with Iran's fate regarding a ruler still undetermined. The very last chapter flashes to the Russian president giving his general some provocative orders. What should we make of this?

Says Brown, "You'll have to read my next novel to find out!" ▲



Author Dale Brown includes CAP cadets in his novel "Strike Force."

CAP Cadet

Forecasts Air Force Career

By *Donna Harris*

U.S. Air Force Col. Michael Farrar participated in the Civil Air Patrol in the eighth, ninth and 10th grades.



In Bosnia-Herzegovina, Farrar served as the 401st Expeditionary Weather Squadron commander of the 401st Expeditionary Air Base Group at Tuzla Air Force Base.

A

Airplanes carried Col. Michael Farrar from childhood to a 22-year

Air Force career.

In his youth, Farrar dreamed of the wild blue yonder, using the dozens of model airplanes on display in his room to take him there. He had an interest in all things aviation, and his sights were set on space exploration as well.

With less than perfect vision, he never aimed for a pilot's seat, but he knew his love for science and math would be valued by the Air Force.

He was right.

The meteorologist, who has a Ph.D. and was promoted to colonel in November, recently led the program integration division of the Defense Threat Reduction Agency at Fort Belvoir, Va.

As chief, he manages the integration of contract programs worth \$400 million annually that cooperatively work with former Soviet Union countries to dismantle and secure their missiles, bombers, submarines and stockpiles of nuclear, biological and chemical weapons. He also works with these nations to secure their borders against smuggling and to conduct cooperative research to peacefully employ their weapons research scientists.

The 43-year-old starts a new job this month as

deputy director of basic and applied sciences with the same agency.

CAP PAVED THE WAY

Farrar has come a long way since 1978, when he joined the Civil Air Patrol as a member of the Berry Field Squadron in Nashville, Tenn. There he rose to the rank of cadet lieutenant colonel and served as chairman of the Cadet Advisory Council.

"I think of that as where it began for me," he said. "That's the first time I wore a blue uniform. I think it's neat that 30 years later I'm still wearing one as a colonel."

Farrar said his experiences with CAP led him toward a career in the Air Force. "It helped solidify I was very interested in service to my country," he said. "It played a pivotal role in getting me started."

Mickey Farrar of Swainsboro, Ga., remembers well his son's determination.

"He pretty well decided at 10 or 12 what he wanted to do with his life," he said.

He said CAP was a positive influence on his son, who is the oldest of three children. "It was really good for him and he made a lot of good friends," he said.

Mickey Farrar became a CAP chaplain to spend more time with his son. "If we had it to do over again, we'd



Mickey Farrar

Photo courtesy of USAF Senior Master Sgt. Bill Anders; Bill Anders' Photography

“ I think of that as where it began for me. That's the first time I wore a blue uniform. I think it's neat that 30 years later I'm still wearing one as a colonel. ”

— Col. Michael Farrar on his involvement in Civil Air Patrol in his youth

do it again,” he said.

At Overton High School the younger Farrar applied for acceptance to the Air Force Academy and for an Air Force ROTC scholarship and received both. He chose college instead and finished his degree in physics from Purdue University.

He considered space command, but the Air Force needed meteorologists.

FORECASTING WEATHER AROUND THE WORLD

Michael Farrar has served for more than 21 years as a weather officer in a variety of assignments, beginning as a briefer and forecaster at Ramstein Air Base, Germany.

He then served as an environmental programs officer at Headquarters Strategic Air Command (SAC), and after that as a computer programmer and project manager at Air Force Global

Weather Center, both at Offutt Air Force Base in Nebraska.

A stint as a weather flight commander at Kunsan Air Base in South Korea followed before he returned to Nebraska as meteorological models branch chief and training division chief at the Air Force Weather Agency.

He then served at the

Directorate of Weather at the Pentagon as a program element monitor, where he managed the \$200 million annual USAF weather budget. After that he moved to Japan for his squadron command tour of duty.

Col. Robert Harvey was commander of the 605th Air Operations Group at Yokota Air Base.

Though Harvey met Farrar nearly three decades after his CAP involvement, he could still see the organization's effect on him. "It instilled in him loyalty and a sense of duty that he still carries with him," said Harvey. "He is so honorable and has his nation's best interest at heart. You can trust him with your life, which we do."

Farrar also has served in forward deployed areas, first in 1991 as weather flight commander at Riyadh Air Base, Saudi Arabia, in support of aerial refueling, intelligence and Airborne Warning and Control System operations along the Iraqi border. He deployed to Bosnia-Herzegovina in 1999 as expeditionary weather squadron commander in support of the Multinational Division-North of NATO's Stabilization Force.

He has aspirations of rejoining CAP upon his retirement from the Air Force, so he can be the influence in someone's life the way his CAP instructors were for him.

"It's one of those organizations that at a young age teaches you teamwork and leadership and service to yourself and country," he said.

"It's a really good learning tool for young kids," he said. "It was a great experience for me and I will always cherish it." ▲

Photo courtesy of USAF Senior Master Sgt. Bill Anders. Bill Anders' Photography



Col. Robert Harvey



Michael Farrar was promoted to colonel in November.

Risk Management

in the Air and on the Ground

Former CAP cadet who became a heroic Navy pilot now serves as Nebraska's youngest state treasurer

By Kimberly Barnhart



A At the age of 12, Shane Osborn was an eager Civil Air Patrol cadet hungry to learn and ready to fly. Through CAP, he realized his dream of becoming a Navy pilot.

“Being part of the Civil Air Patrol was great exposure for me,” he recalled. “As a cadet, I learned about flying and marching — things that really helped me down the road.”

Osborn’s favorite activities in CAP were search and rescue and practice missions. “We learned disaster skills, first aid and how to coordinate with other agencies. I was also certified to work at a fall-out shelter,” he said. “We used a Geiger counter and learned how to read different kinds of radiation. It was pretty cool stuff to do.”

Living in Nebraska, the heart of “Tornado

“Born to Fly,” Shane Osborn’s personal story of hard work, heroism and courage, is part of the accelerated reader program for school systems nationwide. The book’s cover features Osborn as a Civil Air Patrol cadet and a Navy pilot. A plane like the one he crash-landed on the Chinese island of Hainan is shown at top.

Alley,” Osborn said he is also grateful for his CAP tornado spotter training. “I understand weather patterns and know when to head for shelter,” he said. “That information is a valuable asset around here!”

Following his service in CAP, Osborn attended the University of Nebraska on a Naval ROTC scholarship, successfully majoring in math and statistics with an emphasis in actuarial science, a field of study that applies math and statistics to financial risk assessment and risk management.

“Actuarial science is not that much different than flying,” he explained. “A pilot must be informed, be prepared, weigh the risks and make decisions. And, most of all, he must avoid miscalculations. Risk managers operate the same way, it’s just with investments and finances rather than an aircraft.”

After college, Osborn became a Navy pilot. His two areas of expertise — flying and risk management — served him well during a well-known incident on April 1, 2001, when he was the pilot in command and mission commander of an EP-3E ARIES II aircraft over international waters near China as part of the “World Watchers” Fleet Air Reconnaissance Squadron.

Suddenly, a Chinese F-8 II fighter jet collided twice with Osborn’s plane. The first impact was to one of the plane’s ailerons, flipping the large four-engine aircraft upside down, which caused the planes to collide a second time, nose to nose. The severely damaged reconnaissance aircraft then began a gut-wrenching 8,500-

foot inverted dive. “I was certain we were going to die,” said Osborn. “The plane was torn apart. I knew my job was to get the crew home.” Putting his risk management and aviation skills to the test, he managed to regain control of the crippled plane and to land safely on the Chinese island of Hainan. The plane and crew of 24 were safe, but only for a moment.

“The flight training paid off, but our danger was far from over,” he said. Soon after landing, the entire crew was taken captive by Chinese authorities for 12 long days, straining already-tense relations between the U.S. and China. “The 12 days of forced sleep deprivation were awful, just awful,” said Osborn, who has written a book about the incident titled “Born to Fly.”

Following the negotiated release of his crew, Osborn was awarded the Distinguished Flying Cross for heroism and extraordinary achievement in flight.

After nine years of military service, Osborn resigned his commission. He now resides in Nebraska where, in 2006, he was elected state treasurer — the youngest in the state’s history.

Osborn, 33, who has flown around the world multiple times with the Navy, continues to fly in his ’82 Beech Baron with his wife, Teri, and their three children.

“Find your passion and work toward it,” he advises cadets. “Be straightforward and honest and your dreams will come true.”

“CAP gave me that start, a flavor for what the military would be like,” he said, adding, “CAP helped me realize my dreams.” ▲



Former cadet Shane Osborn was elected treasurer for the state of Nebraska in 2006.

“CAP gave me that start, a flavor for what the military would be like. CAP helped me realize my dreams.”

— Shane Osborn

EXTREMELY

Top Air Force Search and Rescue
Commander Joins CAP

Rewarding

By Kimberly Barnhart

On any given day, the shrill of an emergency locator transmitter (ELT) beacon slices through America's airspace, indicating an aircraft may be in distress. Lucky for that aircraft's pilot, thousands of responders across the nation train and stand ready to answer the call of the ELT.

The coordination of these efforts begins with the Air Force Rescue Coordination Center (AFRCC), which oversees all federal-level rescue efforts in the continental U.S.

Montana Wing Vice Commander Lt. Col. Pete Graf served as commander of the AFRCC in 1999, carefully monitoring America's air space from above and below. He now shares that expertise and knowledge with the Civil Air Patrol.

ELT alerts are commonly reported by orbiting satellites, other pilots or flight service stations. Though more than 97 percent of activated ELT indications are not truly an emergency, Graf said rescue center controllers treat each activation as a life-or-death situation.

In most states, the AFRCC contacts

CAP as the first responder for ELT searches, as well as for missing aircraft.

As AFRCC commander, Graf worked closely with CAP and was extremely impressed by the quality and commitment of the volunteers. "Through my service with the Air Force Rescue Coordination Center, I realized Civil Air Patrol is a tremendous asset to search and rescue and provides a huge resource to the United States. The volunteers give so much of their own time to provide assistance to others," he said.



Lt. Col. Pete Graf enjoys sharing his love for aviation with CAP cadets, members and the community. Here he teaches Montana educators preflight procedures.

Photo courtesy of Willi Abbott

Upon his retirement in June 1999, after 28 years in the Air Force, Graf immediately joined CAP. "Flying is my passion but I'm also driven by the idea of serving others," he said. "Through the Civil Air Patrol, I can continue to fly, impart my flying and rescue skills to others as I train them to fly and serve my country, all at the same time."

A private pilot since 1970 and now a captain for SkyWest Airlines, Graf has logged more than 11,500 flight hours. As a certified flight instructor with more than 2,450 hours of instruction given, he has helped numerous others receive their own pilot's licenses. Using his expertise and experience with the AFRCC, Graf also devotes countless hours to educating cadets, CAP members and the community on the wonders of flight and search and rescue operations.

"Working at the AFRCC on rescue operations was one of the best jobs of my military career. It was



Photo courtesy of U.S. Air Force

Lt. Col. Pete Graf served as commander of the Air Force Rescue Coordination Center in 1999.

extremely rewarding," said Graf. "After 25 years of preparing for war, I was able to use my skills for civilian peacetime search and rescue. I enjoyed working with CAP on civilian search and rescues and other country-serving operations."

As Montana Wing vice commander and also commander of the Missoula Composite Squadron, Graf helps the wing serve its community through border patrol, search and rescue training and military target operations.

"Serving in the Civil Air Patrol is a huge commitment, with no pay. But it is very satisfying to help others with rescue needs,

provide community members with aircraft orientations and instruct CAP cadets," said Graf. "There is nothing better than to see the joy and amazement on a cadet's face during an orientation flight. Service in the CAP also offers great camaraderie to its members, which I really enjoy." ▲

Tuesday, Aug. 5 -
Wednesday, Aug. 6
PAO Academy 2008!

Public Affairs Essentials: Think Nationally, Act Locally

CAP's 2008 Public Affairs Officer Academy is a high-caliber professional development and networking opportunity no PAO will want to miss. Learn the "PA Essentials: How to Think Nationally and Act Locally." Courses for all PAOs — from beginner to advanced — will be provided in this two-day session, scheduled for Aug. 5-6 at the Gaylord Palms Resort & Convention Center in Kissimmee, Fla., near Orlando. All members are welcome. Click on www.cap.gov/paoa for the latest information.

Cadet Saves A Life on Way to SAR Competition

By Capt. James A. Ridley Sr.

Most CAP cadets participate in emergency services training sessions and search and rescue exercises to hone their skills and better prepare them for an emergency that hopefully will never occur. For one cadet, Eric M. Perron of the Hawk Composite Squadron in Laconia, N.Y., and a former student emergency medical technician with the Laconia Fire Department, being prepared for an emergency proved critical when he was en route to just such a training event.

Perron, 20, a cadet lieutenant colonel and honor graduate who recently earned an associate's degree from New Hampshire Community Technical College, was just five minutes away from his home on his way to the 2007 Northeast Region SAR Competition being held at Westover Air Reserve Base in Chicopee, Mass. While heading south on Route 106 in Belmont, N.H., he and two other cadets also on their way to the SAR competition witnessed an accident about 45 feet ahead. A motorcycle slipped off the back of a trailer and collided with two other motorcycles traveling behind.

After they quickly exited their vehicles, Perron handed his cell phone to Cadet Staff Sgt. Leanne Doucet, grabbed his personal trauma kit and gloves and ran to the two victims, a husband and wife from Quebec, Canada.

"Her leg was severed right below the knee," said

Perron, who learned later that the woman's leg was actually "twisted off" after the motorcycle she was riding flipped her on the pavement and dragged her about 30 feet.

Perron immediately applied trauma dressings and constant pressure to the wound, which stopped the hemorrhaging within a couple of minutes. While Doucet called 911, Cadet 2nd Lt. Marshall Nye assisted with crowd control and kept the lane clear for emergency vehicles from the Belmont police and fire departments.

The victim was transported to Lakes Region General Hospital and later airlifted to Dartmouth Medical Center in New Hampshire. Unfortunately, the leg was too badly severed to be reattached, but Perron's quick action saved her life.

After briefing local police, Perron was examined by a doctor. He, Doucet and Nye then completed their journey and took part in the SARCOMP.

"The timing couldn't have been better for the victim," said Nye. "If it were anyone else behind the motorcycles, she might not have survived."

Perron credited the support of Nye and Doucet for helping him save the woman's life. "We had to clear our minds and get to work," he said. "It was a team effort. It really was."

Perron plans to earn a Gen. Carl A. Spaatz Award, the highest achievement for cadets who complete all phases of the CAP Cadet Program, and to continue in CAP as a senior member. "I want to teach other cadets what I've

learned and to always be prepared,” he said.

“I acknowledge that my training in the Hawk Mountain Ranger School medical program and the firefighter EMT program were responsible for saving this woman’s life,” said Perron, adding, “it was their save as much as mine.”

In the summer of 2005, Perron attended a field medic training course at Hawk Mountain, and he was a member of the medic training staff in the summer of 2006.

Perron was presented the CAP Lifesaving Award during the SARCOMP awards ceremony. He also received

the Bronze Medal of Valor at the Northeast Region Conference held at West Point. West Point’s superintendent also presented him with a personal challenge coin.

Though he knows the woman in the accident survived and returned home to Quebec, Perron said he would like to meet her.

“I really do hope to,” he said, “so I can know personally she is OK.” ▲

Capt. James A. Ridley Sr., the officer in charge of the public affairs team covering the Northeast Region SARCOMP, is the Northeast Region public affairs officer.

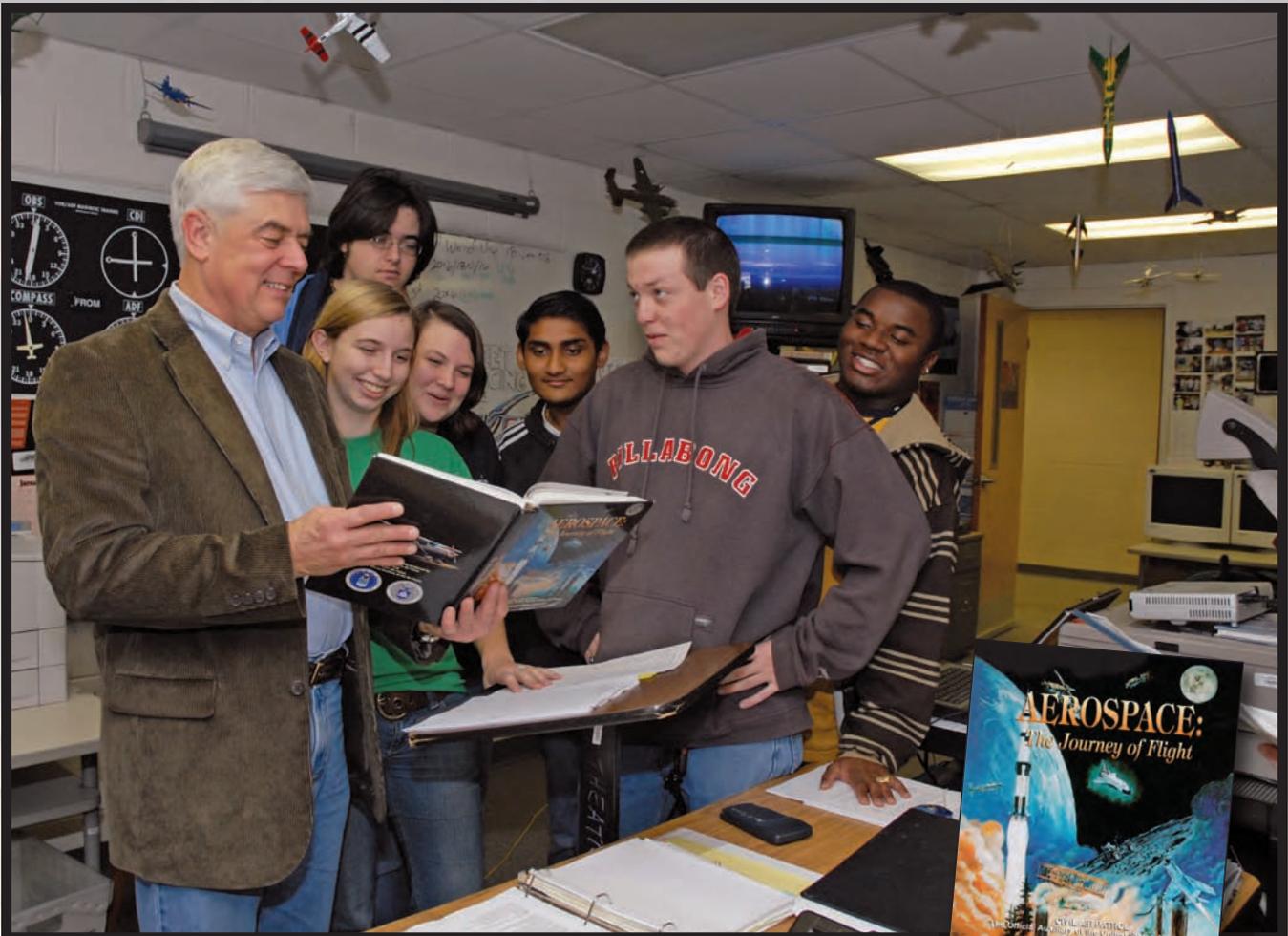
Photo by 2nd Lt Richard Fairchild, New York Wing



Cadet Staff Sgt. Leanne Doucet, left, Cadet Lt. Col. Eric Perron and Cadet 2nd Lt. Marshall Nye worked as a team in saving the life of a Canadian woman severely injured in a motorcycle accident. Perron, the first responder, inset, earned the CAP Lifesaving Award for his effort.



Photo by Susan Robertson, CAP National Headquarters



With support from the Civil Air Patrol's comprehensive textbook on aviation and aerospace, retired Air Force Col. Brent Smith's class is a hands-on and popular place for his students — including Nina Knapp, left, Brandon Ford, Elisha Trammell, Hiren Patel, Greg Hodgkins and Larry Pinkston.

To purchase "Aerospace: The Journey of Flight," visit www.vanguardmil.com.

Where will your journey take you?

CAP's Updated Textbook Is A Ticket To Ride

By Kristi Carr

Brent Smith, a retired U.S. Air Force colonel who turned his knowledge of flight into a second career as a high school teacher, has been waiting for an update to the Civil Air Patrol textbook that is core to his lesson plans. The wait is over. The second edition to “Aerospace: The Journey of Flight” came off the press in early March.

Approximately 10 years ago, Smith, who teaches in the Center for Air and Space Studies program at Booker T. Washington Magnet High School in Montgomery, Ala., based his first aerospace lesson plans on the book’s precursor, “Aerospace: The Challenge,” initially published by CAP in 1979. Looking back, he noted, “It included nothing on the international space station, and the shuttle was just a dream.” He welcomed the book’s first edition when it was published in 2000 and that text has served him well, but, said Smith, aviation progress outpaced the material in that book, too.

Powering up

With the new edition, 640 pages expanded to 682 and the text was thoroughly updated — especially on space-related topics. Twenty-seven chapters are distributed among six main sections on “The Rich History of Air Power,” “Principles of Flight and Navigation” and the “Aerospace Community, Air Environment, Rockets and Space.”

The revisions, which took nine months from start to finish, were led by Drs. Ben Millsbaugh and Jeff

Montgomery. Other authors include Ken Arteaga, Chris Charles, Lou Kaelin, Dave Landfair, Damian McCarthy, Tom Sobieski, Barry Spink, Kent Stitt, Lawrence Trick and James Wertz. The textbook’s graphic design and layout were the work of Barb Pribulick at CAP National Headquarters.

Montgomery, chief of aerospace education at CAP’s National Headquarters, noted with pride, “We are extremely pleased this textbook has been so well received by our members and in academic circles across the country. Many educators have stated that ‘Aerospace: The Journey of Flight’ is the most comprehensive aerospace text available on the market today.”

A memorable trip

Though the book is aimed at older students, Maj. Kaye Ebel’s fifth-graders enjoy its rich artwork — more than 500 photographs, illustrations and graphs. Ebel is director of aerospace education for CAP’s Montana Wing and a teacher at Target Range School in Missoula.

In a four-week unit on aviation and aerospace history, her students have been using the first edition as a special projects springboard. “I have my students choose [historical] characters in the book to research,” she explained. “Our culminating activity is to have an ‘open hangar’ for parents and the community. The students dress up as famous aviators and bring them to life by memorizing some of their accomplishments and showing models of the aircraft they flew.”

Meanwhile, Smith finds the text

equally appropriate for more in-depth study with high school students. It is the bedrock of his curriculum, but, at this higher and more comprehensive level, it also serves as an introduction to more involved studies. Smith’s students learn about Chinese hot air balloons from the text, then follow up with kite constructions of their own. They report on supplemental books about flight and even have a flight simulator in the classroom. When they study the chapters on rockets, they take a field trip to Huntsville, Ala., to the U.S. Space and Rocket Center. And since Smith is a certified flight instructor, his students get to sit in the pilot’s seat during actual flights.

Smith said the CAP publication is ideally suited to a teacher’s needs. Each chapter begins with a list of objectives, a perfect fit for a teacher’s lesson plans, and chapters conclude with a test — a good measure for both students and teacher.

Destination unknown

“Most of my students won’t become pilots or astronauts and not all of them are involved with a CAP cadet program,” acknowledged Smith, “but most will go on to college and into some field of science.” There is pride in his voice as he recalled post-graduation visits from his students. One has qualified to fly F-18s. Another is wrapping up a doctorate in theoretical physics.

With that in mind, it can be surmised that CAP’s textbook on the journey of flight has, for some, become a journey of possibilities. ▲

PASSING THE TORCH: SECOND-GENERATION SPAATZEN

By Janet Adams

The Gen. Carl A. Spaatz Award, the highest award presented to cadets who complete all phases of the Civil Air Patrol Cadet Program and pass the challenging Spaatz examination, is conferred on only one-half of 1 percent of CAP cadets. From the inception of the award in November 1964 to date, only 1,680 cadets have achieved this honor.

When the Spaatz award is conferred upon a parent and child, the achievement is even rarer.

In 2002, Cadet Col. Steven R. Gullberg II became the 1,465th recipient of the Spaatz Award. His father, former Lt. Col. Steven Gullberg Sr., had received the award 25 years earlier. In May 2007, Cadet Col. Sydney Chamberlin received award number 1,636. Her father, Civil Air Patrol Capt. David Chamberlin, had received the award nearly 30 years ago.

Each recipient, as noted in their own words, was profoundly affected by the Cadet Program, which led them to seek the program's ultimate achievement — the Spaatz award.

FORMER CADET COL. SYDNEY CHAMBERLIN

Phoenix Cadet Squadron
Utah Wing
Senior, University of Utah
Spaatz Award #1,636, May 2007

I wasn't born a cadet, but as soon as I was 12 years old, I changed that by joining the program.

I was almost immediately addicted; there was something about the cadet program, its structure, traditions, discipline and teamwork ... it just fit my personality. I liked the challenges I faced as a cadet — there was so much to learn, and even more to see.

Soon I had earned my first stripe. It was about this time I

first got a feel for what the Spaatz award really was. It sure seemed like a big deal. I really loved CAP, so the Spaatz didn't even seem like an option — just part of the indefinite future. There was also a feeling of doing my family duty, continuing

the family's Spaatz heritage. My dad had done it, and so could I.

Several years went by, and my time as a cadet continued blissfully. I'd managed to attend a number of encampments and national cadet activities, which only heightened my

interest in the cadet program. It seemed the more effort I put into the program, the more I got out of it. It was addictive; I couldn't stop. CAP just fit into my life.



The Chamberlin family, from left, 2nd Lt. Sue Chamberlin, former Cadet Col. now Sr. Mbr. Sydney Chamberlin and Capt. David Chamberlin, are all involved in the Civil Air Patrol.

There were two things that kept me going: First, I set aside CAP time every week. My CAP time was sacred, untouchable. I considered my squadron meeting time to be permanently and rigidly booked. I also made it to wing and national activities.

The second thing that kept me going through the program leading to the Spaatz award was passion. The more I did CAP, the more I loved it. So, earning the Spaatz became my passion, which leads to integrity and courage, the ingredients of success. It was these traits that got me to the Spaatz award. It was passion that kept me studying after I'd failed the exam twice. It was not easy, but it was worth it.



Cadet Col. David Chamberlin received Spaatz Award #530 from former Utah Gov. Scott Matheson in November 1979.

have a lot of time to waste.

There were a number of cadet colonels in this wing, college students, who helped direct the program. They had different backgrounds and leadership styles, but they were all good leaders — professional, competent and willing to give their time to mentor others. They organized leadership schools, training activities and fun times.

In those days, the Air Force would allow CAP to fly on space-available flights, and sometimes we would get to tour an Air Force base via C-130 or other Air Force transportation. I was fortunate to go to several bases and learn about real missions in the Air Force, and I went to a couple of encampments — Cadet Officer School, National Drill Competition, the Air Force Logistics Familiarization Course and International Air Cadet Exchange.

With my 21st birthday approaching, I had only one shot for the Spaatz. The hardest part for me was the 1.5-mile run, which I made by about a second.

FORMER CADET COL. STEVEN GULLBERG II

Senior, University of Oklahoma
Spaatz Award #1,465, July 2002

The Spaatz award is, by far, the most prestigious honor I have ever earned. Earning the award proved to me I could achieve something great if I set my mind to it and worked exceptionally hard. Earning the award is not for everyone, but I try to encourage cadets to pursue it

CAPT. DAVID CHAMBERLIN

Phoenix Squadron commander
Spaatz Award #530
November 1979

I first visited a CAP squadron in 1975 on the suggestion of my high school buddy, Clark. I pictured a bunch of old guys sitting around the airport telling stories and was not really interested, but I went along. At my first meeting I found I knew the cadet commander as a schoolmate. I took an instant liking to the squadron and wanted to be part of it. I jumped in with both feet and got to work learning about aerospace and leadership. I found it challenging and interesting. I made new friends and learned a lot. I got to participate in some very exciting activities as well. I moved up the ranks quickly, and since I had joined at the age of 17, I did not

SYDNEY CHAMBERLIN'S TIPS FOR CADETS

- ★ Set an attainable goal.
- ★ Be disciplined.
- ★ Have passion for what you do.
- ★ Achieve your goal with honor. Honor is summed up by integrity of character.
- ★ Maintain integrity under pressure!
- ★ Reach for the stars. If you miss, at least you'll land on the moon.



Former Lt. Col. Steve Gullberg Sr. is a University of Oklahoma adjunct professor who teaches students the astronomical wonders of the universe. He also is involved in field research in the archaeo-astronomical study of Inca huacas, or shrines, in the Andes Mountains of Peru. His son, former Cadet Col. Steven Gullberg II, shares his interest and is pictured here with his father high in the Andes.

by telling them how rewarding it has been for me.

The entirety of my cadet experience prepared me to earn the Spaatz award. I joined Civil Air Patrol in the sixth grade, and it helped sculpt me into the person I am today. The support of CAP cadets and senior members guided me in my youth. When I became mature enough, I was tested further and further by moving up in rank and being given more responsibilities. When I finally took the Spaatz exam, I found it was testing the accumulation of knowledge I had picked up over the time I had been in the Civil Air Patrol program.

Earning the Spaatz award has been the most rewarding thing I have done in my life so far.

FORMER LT. COL. STEVEN GULLBERG SR.

Retired commercial airline pilot and adjunct professor
University of Oklahoma
Spaatz Award #439, July 1977

The Spaatz award and Civil Air Patrol led me to my future careers in flying and astronomy. CAP fueled passions for my childhood dreams through the many aerospace

Former Cadet Col. Steven Gullberg II, center, receives Spaatz Award #1,465 from Maj. Gen. Loran Schnaidt. Gullberg's father, former Lt. Col. Steven Gullberg Sr., right, received Spaatz Award #439 28 years earlier. Inset is the elder Gullberg, circa 1977.



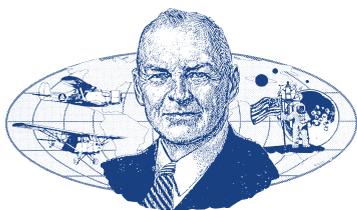
Photo courtesy of Jessica Gullberg

education opportunities offered. I recently retired from the Air Force Reserve after a most rewarding career and also took early retirement from American Airlines following many enjoyable years spent flying commercial airliners and teaching others to fly them as well. I retired to free myself for new challenges and now serve as a University of Oklahoma adjunct professor teaching students the astronomical wonders of the universe.

From the time I was a teenager, I wanted to start an airline from the ground up. In the fashion of a typically driven Spaatz cadet, I'm also fulfilling this childhood dream. A group I am a part of is going through the federal certification process of starting an airline that will fly professional sports teams to away destinations.

It was greatly satisfying when my son, Steven, also pushed himself to achieve the honor of the Spaatz award. We share the bond of this mutual experience. Steven is off to a great start with his future. He is nearing completion of college in his pursuit of flying professionally. The bond we forged as fellow Spaatzens continues to lead us to new heights. ▲

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 officers listed below received their awards in November and December 2007.

Maj. Lisa C. Robinson	AL
Lt. Col. Heather L. Muehleisen	AZ
Lt. Col. Newton L. Muehleisen	AZ
Lt. Col. James R. McDermott	CA
Maj. Robert K. Crowling	FL
Lt. Col. W. A. Hannah	FL
Capt. Bruce S. Sage	FL
Maj. R. A. Maciejewski	IL
Lt. Col. Richard L. Griffith	IN
Maj. Robert J. Koob	KY
Lt. Col. Paul B. Osborne	KY
Lt. Col. William G. Duffey	MA
Lt. Col. Johnnetta C. Mayhew	MER
Maj. Jonathan E. Reid	MI
Lt. Col. James E. Hardin	MO
Maj. Eugene W. Abrams	NCR
Maj. Kevin E. Sands	NJ
Lt. Col. Michael A. Sperry	NJ
Lt. Col. Steven M. Tracy	NJ
Maj. Joseph M. Vallone	NV
Lt. Col. Paul J. Connor	OH
Maj. Charles R. Ingersoll	OH
Col. David M. Winters	OH
Maj. David L. Roberts	OK
Lt. Col. John R. Varsames	SER
Maj. Henry A. Lile	SWR
Lt. Col. Lawrence Mattiello	SWR
Maj. Thomas K. Elbrow	TN
Lt. Col. Melanie Ann Capehart	TX
Lt. Col. Randy J. Petyak	VA
Maj. Karl L. Senior	VT



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 November and December 2007.

Maj. Roger H. Glenn	CA
Maj. Steve Kostichuk	CA
Maj. Marguerite J. Leveque	CA
Maj. Robert G. Smith	CO
Maj. Paul S. Cianciolo	DC
Maj. Christopher J. Triana	DC
Capt. Leslie N. Ballard	FL
Capt. Christian A. Campbell	FL
Maj. Robert S. Curry	FL
Lt. Col. Rodney S. Patterson	FL
Maj. Rebecca L. Gallagher	GA
Maj. Philip J. Patterson	IA
Lt. Col. John Mariakis	MD
Maj. Richard L. Lionberger	MO
Maj. Julie E. Oldham	MO
Capt. Shelly L. Hoffman	MT
Lt. Col. Norman W. Byerly	NC
Lt. Col. Raymond G. Davis	NC
Maj. John A. Maxfield	NC
Maj. Carl E. Anthony	NY
Lt. Col. Thomas Carello	NY
Maj. Charles W. Krueger	NY
Capt. Benjamin R. Nodar	NY
Maj. Bruce A. Tresz	OH
Maj. Kevin W. Carpenter	PA
Lt. Col. Allen R. Maxwell	TX
Maj. David C. Ogden	TX
Capt. Keith J. Stason	TX
Capt. Arthur E. Woodgate	TX
Maj. James A. Covell	VA
Maj. Alan O. King	WA



Gen. Carl A. Spatz Award

Highest award for cadets who complete all phases of the CAP Cadet Program and the Spatz award examination. (Only about one-half of 1 percent of CAP cadets achieve this award.) The cadets listed below received their awards in November and December 2007.

Joel P. Hocker	AZ
Douglas S. Crawford	CA
Ryan C. McCord	FL
Yoni S. Gorlin	GA
Michael H. Dunn	IL
Duane V. McKinley	OH
Thomas P. Carr	PA
Robert J. Basaldu	TX



Gen. Ira C. Eaker Award

Second-highest award for cadets who successfully complete all Phase IV requirements of the CAP Cadet Program. The cadets listed below received their awards in November and December 2007.

Robert J. Wilson	AZ
Clare E. Reynolds	CO
Troy A. Odierno	FL
Matthew C. Hughes	MD
Jeremy B. Locke	MS
Joshua C. Locke	MS
Eric M. Perron	NH
Jamie Z. Wright	NJ
Craig J. Holland	NY
Robert Mulvihill	NY
Edwin J. Forteza	PA
Bradley J. Cilino	TX
David A. Cornejo	VA
Andrew M. Poellnitz	WA
Gregory E. Thomas	WI

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Great Lakes

Ohio members get inside look at aviation industry

OHIO – Twenty-six members of the Ohio Wing recently convened at Port Columbus International Airport in Columbus for a behind-the-scenes look at the aviation industry, complete with hands-on demonstrations. First came a tour of the headquarters facilities at NetJets Aviation, a business offering fractional ownership of corporate jet aircraft. Participants visited the reception and owner's area, as well as the flight dispatch and control center. The tour also included the maintenance bay, where participants were given the chance to walk through a brand new Hawker business jet. Information on careers in the aerospace industry was provided by Ed Waldo, Civil Air Patrol Reserve Assistance Program officer and NetJets pilot.

Photo by Capt. Chris Vecchi, Ohio Wing



The cadets then toured the FlightSafety International training center. They were shown a video on the types of training flight crews receive. Each cadet had the opportunity to perform a simulated Citation Excel takeoff or landing at New York's LaGuardia Airport on the company's simulators. Those not actively involved in the simulation were provided details on the Citation Excel's features and a tour of the briefing, debriefing and classroom facilities used for pilot training. >> Capt. Chris Vecchi

Ohio Wing members listen to a presentation during their visit to NetJets Aviation at Port Columbus International Airport.

Middle East

Myd. squadron keeps Vietnam Veterans Memorial clean

MARYLAND – Bethesda-Chevy Chase Composite Squadron members have completed their first year of serving as caretakers for the Vietnam Veterans Memorial in Washington, D.C. — a duty and honor they accepted as a means of paying tribute to members of the U.S. Armed Forces who died or are unaccounted for during the Vietnam War.

Led by Capt. Tom Vineer, the squadron's commander, members washed and cleaned the memorial — consisting of the Vietnam Veterans Wall, the Three Soldiers statue and the Vietnam Women's Memorial — once a month last year. The Vietnam Veterans of America Silver Spring Chapter has handled the maintenance project for many years, rotating the duty among its members. Eventually, the ages of some of the veterans dictated the need for additional help, so the Bethesda-Chevy Chase squadron unanimously decided to accept the chapter's invitation to wash and clean the monument and immediate surroundings.

The memorial, located near the Reflecting Pool and Lincoln Memorial on the National Mall, is maintained by the U.S. National Park Service in conjunction with the Vietnam Veterans of America. The CAP members exhibited youthful exuberance and hard work in honoring Vietnam veterans. >> 1st Lt. Guilford Queen



Photo courtesy of Bethesda-Chevy Chase Composite Squadron

Bethesda-Chevy Chase Composite Squadron cadets wash the Vietnam Women's Memorial statue, part of the Vietnam Veterans Memorial in Washington, D.C.

North Central

High-altitude balloon project takes Iowa cadets to aerospace lab

IOWA – Des Moines Metro Cadet Squadron members are building six high-altitude balloons at Iowa State University. They are working with students in the school's Spacecraft Systems and Operations Laboratory to assemble their payload systems. "We are excited our aerospace education project has been given a mission number from the staff in the SSOL, which will allow the cadets to launch six balloons this summer," said Capt. Betty Kelly, squadron commander.

"The turnout tonight is amazing," Iowa State student Matthew Nelson, one of the leaders of the activity, said after a recent work session. "I am impressed with the cadets' aerospace knowledge and their enthusiasm to build and launch their own balloons," said Nelson, who is working toward a master's degree in electrical engineering. Nelson's wife, Jennifer, who is responsible for recovery of the balloons and their cargo after they return to earth, agreed. "To see these young people come into the lab to organize, plan and develop their ideas is really quite impressive," she said.

The cadets will spend several weeks preparing their balloons, which will gather scientific data that will be used for future projects. In addition, the balloons will carry digital and video cameras that will photograph the earth from the edge of outer space. The cadets also will attempt to set a balloon high-altitude record this summer. >> Capt. Christopher Colvin



Photo by Capt. Christopher Colvin, Iowa Wing

Cadet Airmen 1st Class Jordan Stein and Josh Newell flank new cadet recruit Zach Thomas as they work to prepare their high-altitude balloon's payload housing.

Northeast

Rhode Island cadets train for Community Emergency Response Team involvement

RHODE ISLAND – When a dozen cadets in the East Bay Composite Squadron concluded eight weeks of two-to three-hour sessions of Community Emergency Response Team (CERT) training, they had a lot to show for it. Along with qualifying for first aid and cardiopulmonary resuscitation certificates, they also were provided basic disaster response training in fire safety, light search and rescue, team organization and disaster medical operations.

For their last session, the cadets were drilled on the evacuation of survivors from collapsed buildings. Their training included cribbing — a procedure for safely leveraging heavy objects off victims — and transport by backboard using improvised or supplied materials. Each cadet received a CERT kit that contained goggles, gloves, a flashlight, vest, helmet, light stick, markers, a whistle and duct tape.

The training was funded by the Federal Emergency Management Agency and overseen by a variety of emergency management and Red Cross officials, along with the East Bay squadron's deputy commander, Lt. Col. Warren Chin, and its testing and assistant safety officer, Lt. Dave Demello, as well as the Rhode Island Wing's commander, Col. Anthony Gagliardi; vice commander, Lt. Col. Al LaMonthe; and adviser to the commander, Capt. Marianne LaMonthe. >> 2nd Lt. John Devaney

An East Bay Composite Squadron cadet supplies leverage so fellow cadets can proceed with cribbing training. The procedure involves safely lifting heavy objects off victims.



Photo by 2nd Lt. John Devaney, Rhode Island Wing

Pacific

California unit receives close-up view of aircraft carrier operations

CALIFORNIA – Twenty cadets and eight senior members from Auburn Composite Squadron 92 traveled to San Diego recently for the “Friends and Family Day Cruise” on board the *USS Ronald Reagan*, the U.S. Navy’s newest and most technologically advanced aircraft carrier.

After departing San Diego Bay under tight security, the group watched air demonstrations from grandstands placed on the flight deck. They saw carrier personnel test the catapults and arresting cables and performed a foreign object damage walk to check the flight deck for debris that could get sucked into the jet engines.

They also observed F-18 Hornet fly-bys and demonstrations of jet-to-jet aerial refueling. The F-18s performed carrier landings and catapult launches just feet from squadron members’ vantage point. The group also observed an E-2 Hawkeye and early warning reconnaissance plane fly-bys and a demonstration of the Navy’s version of the Blackhawk Helicopter, the Seahawk.

Below deck, CAP members toured the Combat Direction Center, where they learned how carrier personnel communicate with the rest of the fleet. The squadron’s cadet in charge, Cadet Chief Master Sgt. Eric Reams, presented a CAP Challenge Coin to the ship’s commanding officer, Capt. Terry Kraft, as a token of appreciation for serving as the unit’s sponsor and allowing the members to participate in the day’s activities. >> Cadet Chief Master Sgt. Kimberly Little



Photo by Capt. Gerry Hartmann, California Wing

Auburn Composite Squadron 92 cadets look over an F-18 Hornet on the deck of the *USS Ronald Reagan*.

Rocky Mountain

Aerospace education takes Utah squadrons into field

UTAH – Utah Wing members were recently treated to a special day of aerospace education featuring not only presentations by industry insiders but also the test firing of a full-scale space shuttle booster motor. Chaplain (Maj.) Milton Maughan organized the event for the Cache Valley Composite, Weber Minutemen Composite and Phantom Cadet squadrons at ATK Launch Systems’ production facility near Promontory, where he works as a systems analyst.

The CAP members first toured the outdoor Rocket Garden, a showcase of some of the rocket and missile motors ATK, formerly known as Thiokol, has built for NASA since the Mercury and Gemini programs of the 1960s. Then came presentations by three ATK employees. Rachel Becker, business systems manager, spoke about her career in

the aerospace and defense industry and showcased a personal robotics project. Applications developer José Montero’s presentation focused on the past 50 years of space exploration. Former NASA astronaut Kent Rominger, vice president of advanced programs, discussed his five missions as commander of the space shuttle and answered questions about the future of space exploration.

After lunch, the CAP contingent proceeded to the test grounds, where the Cache Valley squadron’s Rocky Mountain Region Championship Cadet Color Guard performed an opening flag ceremony. CAP members assisted ATK security in parking cars and directing traffic, then joined hundreds watching the TEM-13 Space Shuttle Reusable Solid Rocket Motor’s firing with 2.6 million pounds of thrust. Afterward, the members again assisted with traffic control and retired the colors. >> Sr. Mbr. Kristian Walker

Photo by Sr. Mbr. Kristian Walker, Utah Wing



Cadets and senior members from the Cache Valley Composite, Weber Minutemen Composite and Phantom Cadet squadrons gather in front of ATK Launch Systems’ Rocket Garden.



Photo by 2nd Lt. Jonathan W. Lartigue, Alabama Wing

Southeast

Mississippi squadron captures Alabama 'Iron Man' title

ALABAMA – The Alabama Wing's second annual Iron Man competition ended with an out-of-state team taking top honors. The overall winner for the event, held at Auburn University, was the Mississippi Wing's Col. Berta A. Edge Composite Squadron. The runners-up hailed from closer to home — the Autauga-Elmore Cadet Squadron and a combined team of members of the Bessemer and Chilton composite squadrons.

The all-day competition tested physical prowess along with aerospace knowledge and leadership skills. The competitors squared off in five events: a "super" physical fitness test, a military-style inspection, a compass navigation and direction-finding course, a drill competition and the "Iron Man Run," a three-mile course punctuated with stops for objective tasks that tested aerospace knowledge and practical skills. The Autauga-Elmore team placed first in the super physical fitness test, inspection and drill events. The direction finding and navigation event was won by the Bessemer-Chilton squadron. The Col. Berta A. Edge cadets won the Iron Man Run.

Lt. Col. Brad Lynn, Alabama Wing deputy director of cadet programs, hopes all the wing's squadrons will participate in the event next year. He also wants to involve more squadrons from Georgia and surrounding wings to make the competition a truly regional event. "I feel like if we didn't get a squadron here, it's because they didn't know how much fun it was," Lynn said. >> 2nd Lt. Jonathan W. Lartigue, Alabama Wing

Cadet Airman Basic Ashley Peden, right, of the Alabama Wing's Maxwell Composite Squadron stands for inspection before 2nd Lt. Aaron Swenson of the Auburn Composite Squadron during the 2007 Iron Man Competition held at Auburn University in Auburn, Ala. Peden's squadron placed third overall in the competition.

Southwest

New Mexico cadets provide CAP presence in national aerospace competition

NEW MEXICO – A team of Las Cruces Composite Squadron cadets recently represented New Mexico as one of 10 finalists at the Pete Conrad Spirit of Innovation Award Competition held at Holloman Air Force Base, N.M. As the only contestants from CAP in the national finals, the "Space Cadets" used their aerospace knowledge to impress the crowds at the Wirefly X-Cup Prize and Space Expo. The competition brought together teams of high school students from across the country to present what they hoped would be chosen as the most innovative product benefiting people living in space.



Photo by Col. Joy Nelson, New Mexico Wing

A visitor to the Las Cruces Composite Squadron team's exhibit at the Pete Conrad Spirit of Innovation Award Competition tries out the team's project, which uses a backpack-mounted wheel to demonstrate its concept for making sports and other recreational activities feasible in space.

The Las Cruces Composite team designed a gyroscopic Space Sports Stabilization Belt for playing sports and other recreational activities in microgravity. The team — Cadet Staff Sgt. Caleb Rawson, Cadet Senior Airmen Betty Ann Fish and Gabriel Fish and Cadet Airman Jacob Verburg, with Lt. Col. Alan Fisher serving as adviser — demonstrated the concept with a backpack-mounted wheel that counteracted the force generated by swinging a bat in a low-friction environment. The device was strapped on as a small box containing gyroscopes and controlled by an Inertial Measurement Unit connected to a Central Processing Unit to interact with body movements. The team developed marketing strategies and worked out a cost for the unit.

The cadets also received personal briefings from such notable aerospace and aviation innovators as Peter Diamandis, Anousheh Ansari, Nancy Conrad, Eric Lindbergh and Jeff Hoffman, a former NASA astronaut. >> Col. Joy Nelson

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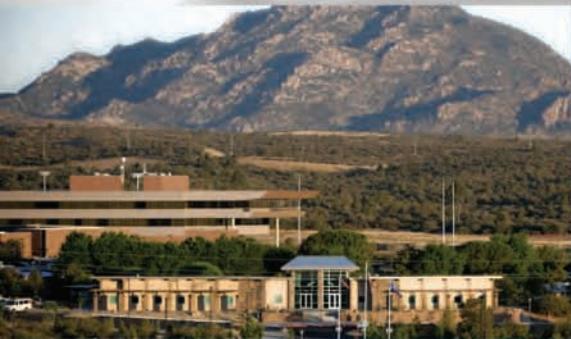
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