

CIVIL AIR PATROL

September-October 2008



# Volunteer

*Celebrating 60 Years as the U.S. Air Force Auxiliary*

## ■ HISTORIC ELECTION

**Amy Courter:  
CAP's First Female  
National Commander**

■ NATIONAL CADET PROGRAMS  
**30 Ways To Spell S-U-M-M-E-R F-U-N**

■ ENCOURAGING YOUTH  
**DDR Program Spreads Anti-Drug Message**





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Photo by Capt. James Kalemis, Illinois Wing

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## ON OUR COVER

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It's official. Civil Air Patrol has a new national commander — Maj. Gen. Amy S. Courter — the first female national commander in CAP's 66-year history. Courter, who served as interim national commander last year and the year before as national vice commander, was unanimously elected in August during the 2008 National Board and Annual Conference in Kissimmee, Fla.

Photo by Susan Robertson, CAP National Headquarters

# YES, MA'AM!

*By Steve Cox*

## CAP elects first female national commander



Photos by Susan Robertson, CAP National Headquarters

U.S. Air Force Lt. Gen. Allen G. Peck, left, commander of Air University, and Civil Air Patrol Cadet Col. Elizabeth Dumont, chairman of the CAP National Cadet Advisory Council, change out the shoulder boards for Maj. Gen. Amy S. Courter. As Civil Air Patrol's national commander, Courter now wears two stars on her uniform.

Civil Air Patrol's first female national commander, Maj. Gen. Amy S. Courter, is a familiar face to the organization's 56,000 members, thanks to her long CAP career and a full year of on-the-job training as interim national commander. "We have made tremendous progress by fostering an environment of open communication and collaboration, increasing transparency, improving accountability and setting a plan for our future," said Courter in her campaign address presented on Aug. 7 during the 2008 Civil Air Patrol National Board meeting held at the Gaylord Palms Resort in Kissimmee, Fla.

"Much of this we did together," she said, "following vectors I believed would take CAP in the right direction."

Following her speech, Courter was unanimously elected national commander by CAP's National Board, the organization's governing body. She was promoted to major general two days later in a rousing ceremony held during the National Board's annual conference banquet. Col. Reggie Chitwood, who was elected national vice commander, was promoted to brigadier general.

Courter's primary duty as national commander over the next three years is to lead CAP's volunteers in fulfillment of the organization's three congressionally chartered missions: emergency services, cadet programs and aerospace education, as well as CAP's increasing role in America's homeland security. The national commander is a member of both the CAP Board of Governors and CAP National Board — the organization's

# CAP elects Chitwood national vice commander

Brig. Gen. Reggie Chitwood of Van Buren, Ark., is the Civil Air Patrol's new national vice commander.

"I can think of no greater honor than to serve the volunteers of the Civil Air Patrol as the national vice commander," said Chitwood. "As national vice commander, I will partner with, and fully support, the national commander to enhance the professionalism and integrity of the Civil Air Patrol."

Before his election, Chitwood, a member since 1991, was CAP's sitting national chief of staff, responsible for directing and overseeing the organization's national staff and advisers. He previously served as commander of CAP's Southwest Region and Arkansas Wing.

"I believe in the Civil Air Patrol," said Chitwood. "I believe in its volunteers and its missions, and I believe what we do makes a difference in our communities and to our nation."



Shortly after their promotions, Courter, left, poses for a photo with Brig. Gen. Reggie Chitwood, CAP's new national vice commander.

governing bodies.

Being Civil Air Patrol's national commander is a natural fit for Courter, a South Lyon, Mich., native who joined the organization in 1979 as a Michigan Wing cadet.

Courter served as commander of the Michigan Wing from 1999 to 2002 and as the senior adviser to the CAP National Cadet Advisory Council. In addition, she served as chairwoman of the CAP Professional Development Committee.

As Michigan Wing commander, Courter focused on membership retention, funding, training and aircraft utilization. Under her leadership, the wing received all four of the Great Lakes Region's national program awards. She was founder and commander of the Michigan Wing Legislative Squadron, and Michigan became the second wing in the nation to have all congressional legislators join CAP. She also helped found and has directed the nationally recognized CAP Civic Leadership Academy, which gives cadets an in-depth, hands-on understanding of government.

Former National Commander Maj. Gen. Richard L. Bowling, who was inducted into the CAP Hall of Honor during the board's 2008 banquet, said he met Courter when she was a senior member attending National Staff College at CAP National Headquarters. Bowling, who served as CAP's national commander from 2001 to 2004, said Courter asked for an American flag to start a

color guard. "That night, I noticed something in a young woman," said Bowling, who eventually honored her request. "We're going to put a different flag in her hand tonight and it has two stars on it," he said, prior to her assumption of command as a two-star major general.

The historical significance of Courter's promotion to national commander was not lost on the more than 500 members attending the banquet. Cadet Chief Master Sgt. Tiffany Jakowczuk, who attended as a member of the national color guard championship team from the Florida Wing's Gainesville Composite Squadron, said participating in the banquet and watching Courter take command was "definitely pretty cool."

"It shows that females can step up," said Jakowczuk.

Courter, meanwhile, took her promotion in stride.

"It is my honor and privilege to serve you as national commander," she said. "I look forward to the difference we will make — together."

She challenged members to be bold and to seize the opportunities that await Civil Air Patrol.

"There is a quote that I cherish and I would like to share it with you now, as I believe it embodies the spirit with which we will succeed," she said. "'The Great Frontier today is the exploration of the human potential, man's seemingly limitless ability to adapt, to grow, to invent his own destiny.' There is much to learn, but we already know this. The future need not happen to us. We can make it happen." ▲

# Ground teams

CAP's 'Eyes on the Home Skies' Complemented by Skilled Feet on the Ground

By Kimberly L. Wright



Cadets are a major asset in CAP's ground search and rescue operations.

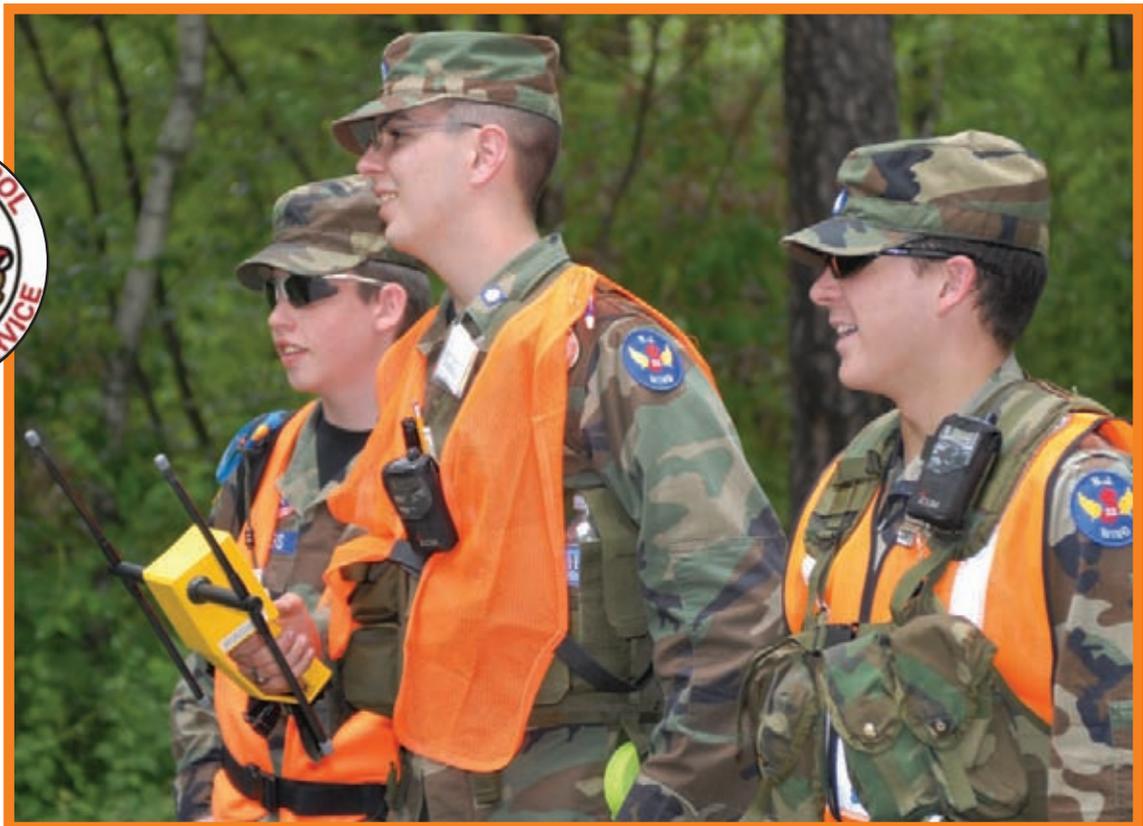


Photo by Susan Robertson, CAP National Headquarters

*Many of Civil Air Patrol's search and rescue professionals never go aloft during a mission. CAP's searchers on the ground are trained and prepared for just about anything. These all-around team players boast skills that allow them to regularly overcome obstacles to complete their missions efficiently, knowing that lives are often in the balance.*

# W

With more than 4,500 qualified ground team members and more than 1,700 qualified ground team leaders, CAP members are a great search and rescue asset nationwide.

CAP performs a variety of ground missions — including searches for overdue aircraft, distress beacons and missing persons.

“You need to have that link on the ground during search and rescue missions,” said John Desmarais, deputy director of operations at CAP National Headquarters. “There’s only so much you can do for people from the air. When a ground team is involved, it truly is search and rescue rather than search and locate.”

“We do about half of our emergency services missions without ever turning a prop, and that is a credit to our ground team personnel,” he said.

On the ground, CAP is a highly visible asset. Emergency services, disaster relief and search and rescue in any scenario — whether it’s flooding, tornadoes, wildfires or hurricanes, a missing child or a downed pilot — require volunteers on the ground providing firsthand assessments and individualized help in meeting

victims’ needs.

Ground support teams also assist aircrews.

Ground communication professionals complement CAP airborne communication assets, providing a deployable communications link. Their services are invaluable during natural disasters when the communications infrastructure is compromised.

Ground teams are relatively inexpensive and self-supporting, with members footing the expense for their own equipment.

## Elementary, My Dear Watson

A good ground team member is like Sherlock Holmes with wilderness gear. Each search brings its own set of challenges, but CAP members are fully prepared. Their training includes land navigation, map reading, electronic direction finding, wilderness survival, tracking, interviewing skills, emergency first aid and air-to-ground signaling. They are also proficient in search tactics, such as line, wedge, hasty and contour search formations, as well as vehicular search and scan tactics.

Obstacles they are trained to overcome include weather conditions, terrain, native wildlife, poisonous plants and physical and mental fatigue.

Ground teams quickly adapt to the needs of the search, taking into account whether the target is an overdue aircraft or a missing person, the accessibility of the search site, witness accounts and the survival skills of the lost person. The search area is determined based on a number of factors, including aircraft ELT,

## Some of the skills cadets learn as part of CAP ground team operations:

- Algebra
- First aid
- Geometry
- Land navigation
- Leadership
- Teamwork

Photo by Susan Robertson, CAP National Headquarters



Ground teams discover small clues on the ground nearly impossible to spot from the air — clues that may help save a missing person’s life.

radar information, cell phone data and the flight plan for an overdue aircraft.

## An Important Role for Cadets

Cadets play a major role in ground teams and, as a result, are strengthened by the experience.

CAP's ground teams consist of more cadets than adults, giving the search and rescue program the benefit of calling upon cadets' youthful vigor, skills and attention to detail. About 80 percent of CAP's National Ground Search and Rescue School participants are cadets.

Lt. Col. Michael Long, commandant of the National Ground Search and Rescue School, was a CAP cadet for almost five years. Long said he was drawn to CAP by the chance to serve the community

Background: A blue tarp representing simulated plane wreckage is placed about 25 miles north of Casper, Wyo., during a Wyoming Wing search and rescue exercise testing the skills of air and ground crews. Courtesy of the Wyoming Wing

in emergency services.

"There are a whole group of cadets who are into the spit-and-polish of drill and ceremonies," said Long. "Then there are a whole group of cadets who would rather serve their communities in the emergency services realm. I liked emergency services."

Qualifying for ground teams requires cadets to learn skills above what is normally expected of someone in their age group. To be successful, they must apply advanced math concepts to real-world problems encountered in search and rescue settings. Land navigation

requires them to embrace geometry to properly triangulate bearings using a map and compass.

Tracking requires converting a person's pace count to true distance — a necessity since people of different sizes produce different stride lengths. Ultimately, searchers must solve an algebraic equation to obtain the necessary data.

"They have a lot of fun learning and using these skills," said Desmarais.

Cadets must also learn first-aid skills, and as a result, many have saved lives outside of CAP.

"Because of the training they had as a ground team member, cadets are able to make a difference in their community," Desmarais said.

Ground team leader status is reserved for members 18 and up, making that duty an ideal bridge between cadet and senior member status, added Desmarais. It gives older cadets an advanced level of leadership responsibilities while still keeping them in the cadet program.

"CAP afforded me opportunities and experiences not available to others in my peer group," said Long. "I got involved as a senior member, because CAP had given me so much as a cadet. To

## Tools of the Trade

CAP Search and Rescue 24-hour packs contain an assortment of tools, including:

- 12 to 15 feet of 5/8-inch rope and a carabiner
- 50 to 100 feet of paracord
- A few square feet of heavy-duty aluminum foil
- Assorted fish hooks, line and split shot
- Assorted types and sizes of flexible adhesive bandages
- Compass
- Flashlight with red lens, extra batteries and an extra bulb
- Minimum of 2 quarts of water
- Notepad, pen and pencil
- One day of food
- Orange reflective vest
- Pocket knife
- Poncho and/or rain gear
- Signal mirror
- Small sewing kit
- Two large lawn and leaf trash bags
- Waterproof matches and other fire-starting materials
- Water purification tablets
- Whistle on a lanyard
- Work gloves

be honest, the program still helps me quite a bit.”

## Honing Skills

A variety of CAP training options exists nationwide to help members keep their ground team skills sharp. CAP offers countless wing, multiwing, region and national field-training exercises throughout the year, including Hawk Mountain Ground Search and Rescue School in Kempton, Pa., one of the oldest search and rescue schools in the country, and the Pacific Region Civil Air Patrol Ground Search and Rescue Academy in Fort Lewis, Ore. Other training options include exercises and courses in concert with local, state and federal agencies.

In addition, at the end of July, at the National Emergency Services Academy in Camp Atterbury, Ind., CAP runs the largest ground team training event in the country — the National Ground Search and Rescue School. NGSAR provides four different training tracks — basic, advanced, team leader

and first responder, and provides training in all facets of ground team operations. Approximately 280 of the 500 NESA training slots were filled by the NGSAR.

“A few years ago we added a first responder course taught by U.S. Public Health Service personnel and augmented by CAP instructors,” said Long, adding, “I expect there will be more disaster-oriented training provided in the future.” ▲

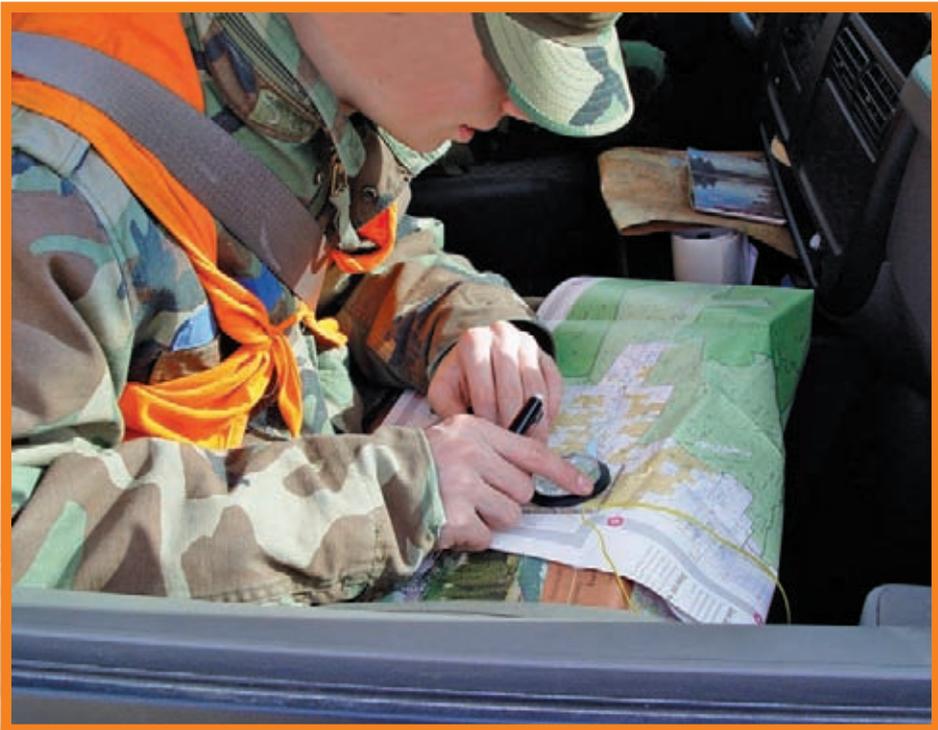


Photo by Maj. Mike Carlson, Wyoming Wing

Then-Cadet Master Sgt. Cory Zubik of the Wyoming Wing’s Cody Cadet Squadron serves as navigator during a ground team training exercise involving a simulated direction-finding scenario for an electronic locator transmitter. Zubik entered the Army this summer.

“We do about half of our emergency services missions without ever turning a prop, and that is a credit to our ground team personnel.”

— John Desmarais, Deputy Director, Operations, CAP National Headquarters

# A Better Life

## Youth Told Truth About Drug Use

*By Neil Probst*



Photo by Lt. Col. Kacy Harsha, Oklahoma Wing

An Oklahoma Wing cadet, middle, assists two fellow cadets through a simulated minefield during a Drug Demand Reduction program exercise. The blindfold and goggles mimic the impaired vision a drug user would experience, teaching cadets the difficulty of completing tasks under the influence of drugs.



Civil Air Patrol members routinely fly search and rescue sorties and take on difficult ground team missions — tireless work that requires great endurance, time and skill.

Other members' contributions to their communities are off the radar.

Their efforts won't show up on a mission after-action report or make headline news, but they are still making a profound difference in people's lives.

CAP's Drug Demand Reduction Program is teaching youth in CAP squadrons, schools and communities that a life without drug dependency can be fruitful and long-lasting, that there are "Better Things to Do Than Drugs."

The need for awareness of the destruction drug use causes is tremendous, said Lt. Col. Susan McDonald, the Wyoming Wing's drug demand reduction administrator.

McDonald said Wyoming is No. 1 nationally in methamphetamine use and underage alcohol consumption. Both habits can lead to addiction, violent lives, jail and even death.

She and other Wyoming Wing members are taking this anti-drug message into schools across the state, and she enjoys knowing it might save a life.

McDonald said the program works.

"I've seen what is out there. My squadron in Denver was in the inner city. The CAP program did a lot of good for those kids. They may not have known it at the time, but they are realizing it now," she said.

DDR administrators also are helping increase awareness of the challenges children and parents face that aren't as obvious as the dangers of cocaine, heroin or marijuana use.

"We have a lot of kids that think prescription drugs are OK because they're legal," said Lt. Col. Kacy Harsha, the Oklahoma Wing's DDR administrator.

In addition, parents need to know curious children will try to inhale anything, from gas out of propane

tanks attached to grills to cooking spray, Harsha said.

"Once they do try inhalants, they'll inhale anything," she added. "They'll just do trial and error until they find something, and unfortunately their trial and error can kill them."

## NO ESCAPING DDR

In the Wisconsin Wing, the DDR message resounds everywhere. Go to any wing function and you'd have to be blind to miss it.

Capt. Donna Daniels, the wing's DDR administrator, puts the programs together. Cadets hear from state counterdrug officers at squadron meetings, and youth and senior members take part in national anti-drug efforts that Daniels brings to the wing. At the wing's state conference, she plans to teach members about the "Every 15 Minutes" program, which explains the community consequences of drinking and driving.

Next year members will hit parks across the state for National Kick Butts Day. Squadron leaders will take cadets to pick up cigarette butts and other garbage, and afterward speakers will emphasize the negative effects of smoking.

Daniels believes spreading the DDR message is a matter of life and death.

"I have seen too many kids lose out on opportunities and die because they made a choice to try drugs," she said. "The drugs today are not the same as 30 or 40 years ago. They are more potent and more dangerous. In addition, kids are combining drugs in an attempt to get a greater high."

## SAVING KIDS

Saving lives is DDR's goal.

Chaplain (Capt.) Gordon Rourk, the Colorado Wing's DDR administrator, summed up the nationwide sentiment: "Just knowing I've reached the life of one student, it's been worthwhile," he said.

Rourk talks to students about making good choices in life and, in the process, emphasizes that CAP members could not perform their incredible missions with minds muddled by drugs.

“Vicodin is the No. 1 abused prescription drug in America today among teenagers,” said Rourk, emphasizing children can readily find the powerful painkiller in their parents’ medicine cabinet.

“We’re getting the message out to students about the various drugs on the market, not only illegal drugs but prescription drugs as well,” he said.

## VITAL MISSION

The efforts of DDR members don’t always make headlines, but their work helps shape young people into responsible adults.

Mike Simpkins, chief of the DDR program at CAP National Headquarters, noted the volunteers’ impact in communities across the nation: “They realize prevention efforts are America’s and CAP’s first line of defense against illegal drug use,” he said. “Their dedication to the DDR program holds the promise of preventing drug use before it starts and sparing families the anguish of watching loved ones fall into the grasp of addiction.” ▲



Photo by Capt. Randy Stringer, Colorado Wing

Sr. Mbr. Ashley Stringer, right, of the Colorado Wing’s Thunder Mountain Composite Squadron interviews a Mesa View Elementary School student after the girl helped lead the school in reciting the Colorado Wing’s DDR pledge. Shown with the Mesa students are Chaplain (Capt.) Gordon Rourk, Colorado Wing drug demand reduction administrator, left; Colorado National Guard Staff Sgt. Michael Martich; Beckie Hughes, Miss Colorado USA, who helped promote the DDR message; and Thunder Mountain Composite Squadron Cadet Master Sgt. Evan Buek.

## NATIONAL RED RIBBON WEEK

*When:* Oct. 21-29

*Where:* Across America

*How it started:* Red Ribbon Week was born from the tragic death of Enrique “Kiki” Camarena, a brave federal agent with the Drug Enforcement Administration. Camarena was killed while working to keep drugs out of U.S. communities. Following his passing, his friends and family wore badges of red satin to remember him as a symbol of their promise to keep up the fight against drugs.

*What it means now:* Red Ribbon Week today is a time when people across America promise to stay drug-free and fight drug use by wearing red ribbons, T-shirts, stickers or anything red. More than 80 million people across America now wear red during National Red Ribbon Week to show their support for a healthy, drug-free lifestyle.



**A**s I return from our 2008 summer national conference, I can't help but feel overjoyed. Not simply because I was honored to have been elected as national commander or because of the terrific feeling invoked as I saluted our award winners, but also because of the people I met for the first time, and those that I savor meeting each year. In short, it is because of *all* of the people and our partners of Civil Air Patrol.

I hope our members will “tell on each other” by sharing with me and with the world the stories of their great works. It is through this sharing of our successes, our hopes and our dreams that we will make the public more aware of the good work of the one team of CAP.

For each person who received an award, there are at least a thousand unsung heroes who toil for many years, never looking for fame or glory or even for a pat on the back. They invest their time, day in and day out, in our organization. They have an incredible spirit and a marvelous “duty of loyalty” to CAP.

They are the “Mary Feiks” of aviation work, with all of the tremendous contributions she has made to the world of flight, mechanics and to CAP. They are the “Jim Shaws” of historian work, who created the masterpieces of CAP’s Memorial and the amazing custom-etched glass chessboards that will make CAP a better-known entity through their display. They are the “Susan Easters” of finance, who not only ensure our fiscal health but also provide us ideas and guidance to make us even stronger. They are each and every one of our 56,000 members, who will go on to make their families proud, their friends astounded and their nation strong — all because of *their* contributions.

Always vigilant!

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

Maj. Gen. Amy S. Courter  
CAP National Commander



Photo by Maj. Ira Rosenberg, Oregon Wing

### Evergreen Sponsors Aviation Business Academy

Cadet Lt. Col. Matthew Ramage of the Arizona Wing delivers his portion of a class presentation of an aviation-related business plan during the first Capt. Michael King Smith Evergreen Aviation Business Academy, attended by 10 CAP cadets from seven wings. The academy, held at Evergreen Aviation & Space Museum in McMinnville, Ore., gave the cadets an upclose look into the workings of Evergreen International Aviation Inc., a global leader in air freight and aviation services.



Photo by 2nd Lt. Michael Parsons, California Wing

### Members Salute Helicopters' Service

Cadet Airman Kevin Festejo of the California Wing stands guard as helicopters giving rides take off and land at the American Heroes Air Show in Los Angeles. Members from 10 squadrons helped provide crowd control at the event, held to celebrate the dynamic role helicopters fulfill in law enforcement, firefighting, search and rescue, homeland security, communications and national defense.

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**Commitment to  
diversity earns  
CAP officer  
national award**

# Leading the way

Photo courtesy of U.S. Air Force

U.S. Air Force then 1st Lt. now  
Capt. Kenny Ruffin, a former  
pupil of Capt. Mordechai Levin's,  
is an F-16 fighter pilot.

Capt. Mordechai Levin prepares to pilot an orientation flight for cadet Daniel Berkin — then a cadet airman, now cadet staff sergeant — during round of such flights for the Palwaukee Composite Squadron at Chicago Executive Airport.

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By Janet Adams

C

Capt. Mordechai Levin of Civil Air Patrol's Illinois Wing takes

every opportunity to promote diversity in the exciting world of aviation and aerospace. So when he was recently awarded the prestigious American Institute of Aeronautics and Astronautics (AIAA) 2008 Barry M. Goldwater Educator of the Year Award, it was no surprise that he used his acceptance speech as an opportunity to challenge other noted educators to encourage women and people of color to pursue careers in the sciences, technology and engineering.

In his speech at the AIAA Awards Gala in Washington, D.C., Levin noted that from 1995 to 2004, only 1 percent of all master's degrees in aerospace engineering were awarded to African-Americans and 2



Photo by Capt. Brian Pokuta, Illinois Wing

percent to Hispanics. He added that over the past decade, “less than 4 percent of Air Transport Pilot Certificates were awarded to women.” Surrounded by scores of the most inspirational players in aerospace history from the past 65 years — including the then-secretary of the Air Force — Levin challenged participants to achieve proportionate representation of women and people of color in aerospace education programs by 2020.

Levin is already doing his part. He is developing career exploration programs promoted by aerospace education leaders who visit classrooms from the primary to high school levels to inspire the next generation of



Capt. Mordechai Levin coaches Civil Air Patrol cadets during an International Space Station/Johnson Control Center simulator mission sponsored by the Masterflight Foundation at the Challenger Center in Woodstock, Ill.

aerospace professionals, especially women and minorities. It is his belief that these students will pursue aerospace careers if people who look like them — in color and in gender — visit their classrooms and are emerging as their teachers and leaders.

In addition, Levin has initiated the Waukegan Area Aerospace Career Exploration Academy, cosponsored by the Masterflight Foundation, George Williams College of Aurora University and many others. Thirty students participated in the weeklong residential 2007 summer program. Coursework included flying planes, learning aerodynamics and air traffic control communications and participating in an interactive computerized simulation of mission control, as well as numerous flight- and space-related activities. In a testament to the success of the course and his other aerospace education activities, the Federal Aviation Administration awarded Levin the 2008 Great Lakes Region Flight Instructor of the Year Award.

In recounting a particularly poignant story related to a challenging flight-training situation during the 2007 Johnson Flight Encampment in Mattoon, Ill., Levin spoke of working with a young woman who had previously been a brilliant flight student. Her best friend had been killed while piloting a small aircraft, and she was

not sure she wanted to continue pursuing a career in aviation. “We took almost one hour to complete our preflight inspection. Fighting tears, and with a quivering voice, she made her initial radio transmission to taxi. By the end of that lesson,” Levin continued, “her smile stretched from ear to ear. Her CAP career skyrocketed from that moment on.”

Through his active involvement teaching young Civil Air Patrol cadets, conducting CAP orientation flights and being a check pilot examiner for the Illinois Wing, and by leading flight instruction and aerospace education laboratories, Levin has demonstrated

time and again the value of reaching out to women and minorities, encouraging them to find their rightful place in aviation and aerospace. He is a worthy recipient of the AIAA award, which honored him for “a lifelong commitment to ... increasing access to aerospace education and careers for women and diverse populations.” ▲

### More about Ruffin

Through countless orientation flights, Capt. Mordechai Levin has shared the thrill and enchantment of flight with tomorrow’s aerospace leaders. He was introduced to Civil Air Patrol in 1998 through an opportunity to provide orientation flights, flight instruction and aerospace education laboratories to a diverse group of young men and women at Chicago’s Midway Airport. One of his primary flight training students that first summer, Kenny Ruffin, went on to become the U.S. Air Force Academy’s 2003 class vice president and the recipient of numerous awards, including the National Defense Service Medal and the Global War on Terrorism Service Medal. Ruffin is now an F-16 fighter pilot assigned to the 13th Fighter Squadron at Misawa Air Base in Japan. During the summer of 2007, he deployed to Balad Air Base in Iraq in support of Operation Iraqi Freedom. During his deployment, he flew 49 missions and logged nearly 200 combat hours.



**2009 NATIONAL CADET  
SPECIAL ACTIVITIES LIST**

**Coming in November!**

# FOR THE LOVE OF FLYING

Irene Leverton never wavered in the pursuit of her dream of piloting all types of aircraft and of helping cadets earn their wings

*By Janet Adams*

Octogenarian Irene Leverton, a Civil Air Patrol member for 60 years, has loved airplanes and flying since early childhood, when her mother took her on frequent visits to the Adler Planetarium and Space Museum in her hometown of Chicago. She was enthralled by pilot stories and excited about the exploration of outer space, and her lifetime career path was set when she learned to fly as a CAP cadet, soloing on Dec. 3, 1944, in a Piper J3 Cub.

During the war, Leverton worked as a riveter and continued her flight instruction by taking an aerobatics course. In 1948, she received both her commercial and flight instructor certificates, following these with instrument, multi-engine land and sea ratings and, some years later, with glider instructor, parachutist and single engine sea ratings. Having also earned an airline transport pilot license — coveted as *the* designation for a professional pilot —



CAP cadets Irene Leverton, left, and Inger Johnson are shown at Ravenswood Airport in Chicago in the early 1940s. Of the 500 cadets in their wing, 50 were women.

she vividly recalls the noise of the heavy engines of the C46 cargo planes and the DC-3s when, as first officer, she ferried military personnel across both the Atlantic and the Pacific.

In addition to flying for two corporations and as a captain piloting commercial airlines, the enterprising aviatrix set up a flight school and ran two air taxis. She still carved out time for flying competitively, organizing the first Illinois Ninety-Nines Airmeet (today a cross-county race). Leverton is still a member of the Ninety-Nines, an international organization of women pilots. She also organized the Women's Pylon Race in Reno, Nev., in 1964, which she won. Later, she participated in the air race from London, England, to Victoria, B.C., which was held as part of the 1971 British Columbia Centennial Celebration. Leverton finished 11th in a field of 65.

In the 1960s, she entered training to fulfill a burning ambition to become an astronaut. At that time, however, women were considered a minority group. Even though Leverton and 24 other women civilians were selected to take the same grueling astronaut testing as their male counterparts at Lovelace Clinic in Albuquerque, N.M., none of the women who finished the training were ever permitted to participate in a space flight. However, in May 2007, Leverton and seven of the remaining Mercury 13 (as the 13 would-be astronauts who completed the training were designated) were recognized as aviation pioneers and received honorary doctorate of science degrees from the University of Wisconsin at Oshkosh.

Additionally, Leverton is an inductee of the Arizona Aviation Hall of Fame and was awarded FAA's Wright Brothers Master Pilot designation for her 14 years as an FAA pilot examiner in Arizona. She is also an inductee

of the International Forest of Friendship, Illinois Chapter. The Forest, in Atchison, Kan., serves as a living memorial to the history of aviation and space exploration. In 2005, Leverton was the recipient of the Chicago Adler Planetarium and Space Museum Women in Science Award. She is proud that the museum she

loved to visit as a child added her name to its roster of those recognized for dedication and achievement in aviation.

In reflecting on her 65 years as a pilot, among the memories

Leverton treasures is her time as an instructor and check pilot at the Japan Airlines Flight School in Napa, Calif. She



Gene Nora Jesson, left, Myrtle "Kay" Cagle, Rhea Woltman and Irene Leverton were among the original group of 13 civilian pilots who completed the same astronaut training in the 1960s as the men of Mercury 7. Known as the Mercury 13, the women were not permitted to journey into outer space because, as females, they were considered a minority.

also recalled flying for the U.S. Forest Service, fighting fires in Arizona, California and Nevada and along the border, and four seasons of flying a crop duster. ("Most lucrative job I ever held," she remarked.)

As a member of CAP, Leverton has served as a check pilot four times, has piloted a number of search and rescue missions and has conducted cadet indoctrination flights. In 2005, she retired from CAP as a captain, receiving the organization's Meritorious Service Award for her numerous contributions.

Today, Leverton keeps up her accreditation as a check pilot. At a recent yearly medical checkup, her doctor said she was physically 10 to 15 years younger than her calendar age. What better recommendation for the benefits of spending 25,604 logged hours in the air? Way to go, Leverton! ▲

# SUMMER FUN

*Civil Air Patrol offers cadets a wide range of enrichment opportunities through more than 30 national cadet special activities that take place each summer across the nation.*



# Southeast, Southwest take NCC

Regions earn Air Force  
Sweepstakes Trophy

*By Neil Probst*



Michigan Wing Oakland Composite Squadron cadets, from left, Chief Master Sgt. Merreck Gandy, Master Sgt. Jonathon Pupillo, Tech. Sgt. Bryan Connell and Sr. Airman Scott Carson march in step during Outdoor Presentation National Cadet Competition in Dayton, Ohio. The Great Lakes Region cadets placed fourth among color guard teams and were very pleased with their first experience in national CAP competition.

Photo by Susan Robertson, CAP National Headquarters

# W

Winning isn't everything, but it felt great for the 2008 National Cadet Competition's top teams — the Southeast Region's Color Guard and Southwest Region's Drill Team.

The competition ended a long road for some 150 cadets from across the nation whose group-, wing- and region-level victories earned them the right to compete in NCC.

Members of the Southeast Region Color Guard, represented by Florida's Gainesville Composite Squadron, said their hometown football and basketball teams' national success at the University of Florida set the bar for what they set out to achieve.

It wasn't hard to envision the thrill of victory, said Cadet 2nd Lt. Timothy Lhota.

"For certain events like the Mile Run, we practiced by running up to five or six miles a week, a mile-a-day minimum. Also, we did tons of study sessions. Each

weekend we put in about eight hours of just studying," said Lhota, who teamed up with Master Sgt. Joshua Davidson, Chief Master Sgt. Tiffany Jakowczuk and Tech. Sgt. Samuel Dauss.

The Gainesville team gained additional inspiration from one of its own.

Davidson, who tore a tendon near his knee in February 2007 — a condition that requires almost a full year to heal — ran a 6:28 mile!

"We had senior members keeping track of points, and it was close. We weren't sure. It was definitely a surprise, and a good one," said Davidson of the win.

"We definitely were pretty nervous at the banquet, but we were confident," added Jakowczuk. "We thought we had at least gotten second place. When they finally called it, we felt so proud we had come all that way," she said.

Southwest Region Drill Team leader Cadet Col. Jamie Hurley, an NCC veteran, embodied the spirit of the competition.

For his team, the trek to NCC started at home, on the blacktop of the Phoenix Deer Valley Airport, where teammates would gather to practice. Later they celebrated on a

Reporting for inspection, and later the first-place award, are the members of the Southwest Region Drill Team.



Photo by Capt. James Kalemis, Illinois Wing

bus outside Barksdale Air Force Base in Louisiana after winning the Southwest Region. Then, there was the sweet victory in Dayton.

The sweat and long days and nights of each level of competition had paid off!

“It was a very challenging task, but at the end of the competition, we knew we had finally competed as a champion team should. We, as a team, are very proud to have been part of this competition and to do as well as we did,” Hurley said. ▲

The Southeast Region Color Guard team performs during the outdoor presentation.



Photo by Capt. James Kalenits, Illinois Wing

*“It was a very challenging task, but at the end of the competition, we knew we had finally competed as a champion team should.”*

— Cadet Col. Jamie Hurley, Southwest Region Drill Team Leader

## NCC Sponsors



- Cessna Aircraft Company
- Cintas
- National Museum of the United States Air Force
- OnPoint
- Sinclair Community College
- Sprint
- Wright State University

A Civil Air Patrol cadet gives his all during the Mile Run. Cadets who attend National Cadet Competition are well-rounded, capable of performing admirably whether running, playing volleyball, performing drill and color guard routines, taking written exams or answering panel quiz questions.



Photo by Susan Robertson, CAP National Headquarters

# The Colors and Drill Girls

By Capt. Dave Stone

Historically, military drill teams, color and/or honor guards were composed of the slimmest, height-specific handsome young men, perfectly attired in pristine uniforms; moving with one mind and step; arms swinging in precise tradition as they held the pride of their unit. No need for music in this parade. They make their own with each tap of shoe or command — an orchestra of discipline, training and dedication.

Then, something happened to modify tradition. Bobby pins and French braids appeared on the competition arena as females joined the elite fraternity of close order drill competition.

Cadet Col. Olivia Barrow is among the modifiers.

“There is something about drill that is exciting ... the comradery, practice sessions and planning leading up to competition,” said Barrow, a member of the North Carolina Wing’s drill team.

“I love being on the color guard,” said Cadet Basic Stephanie Carson of the Michigan Wing’s Oakland Composite Squadron. “I enjoy the team work and all the practices.”

“At first I felt like I was treated differently,” she added, “but, as the guys got to

know me, things got better.”

Cadet Sr. Airman Michelle Toby of the Utah Wing’s Cache Valley Composite Squadron noted that her four-cadet color guard has three females and one male. She said drill team competition provides a great opportunity for young women to learn leadership.

“I would like to see more females competing,” said Toby, whose team won the Rocky Mountain color guard competition in 2007.

Cadet Maj. Lindsay Davis of the Arizona Wing’s Cottonwood Squadron 212 is also one of three girls on her team. “We have really bonded,” she said.

Another Arizona Wing member, Cadet 2nd Lt. Laura Beck of Tucson Composite Squadron 105, said, “meeting common goals and overcoming challenges is exciting.” She has been on the team for two months.

How do the fellows feel about this? Cadet Airman John Cardall of the North Carolina Wing drill team perhaps summed it up best: “Anyone who wants to work hard, attend practices and give it their all is more than welcome.” ▲

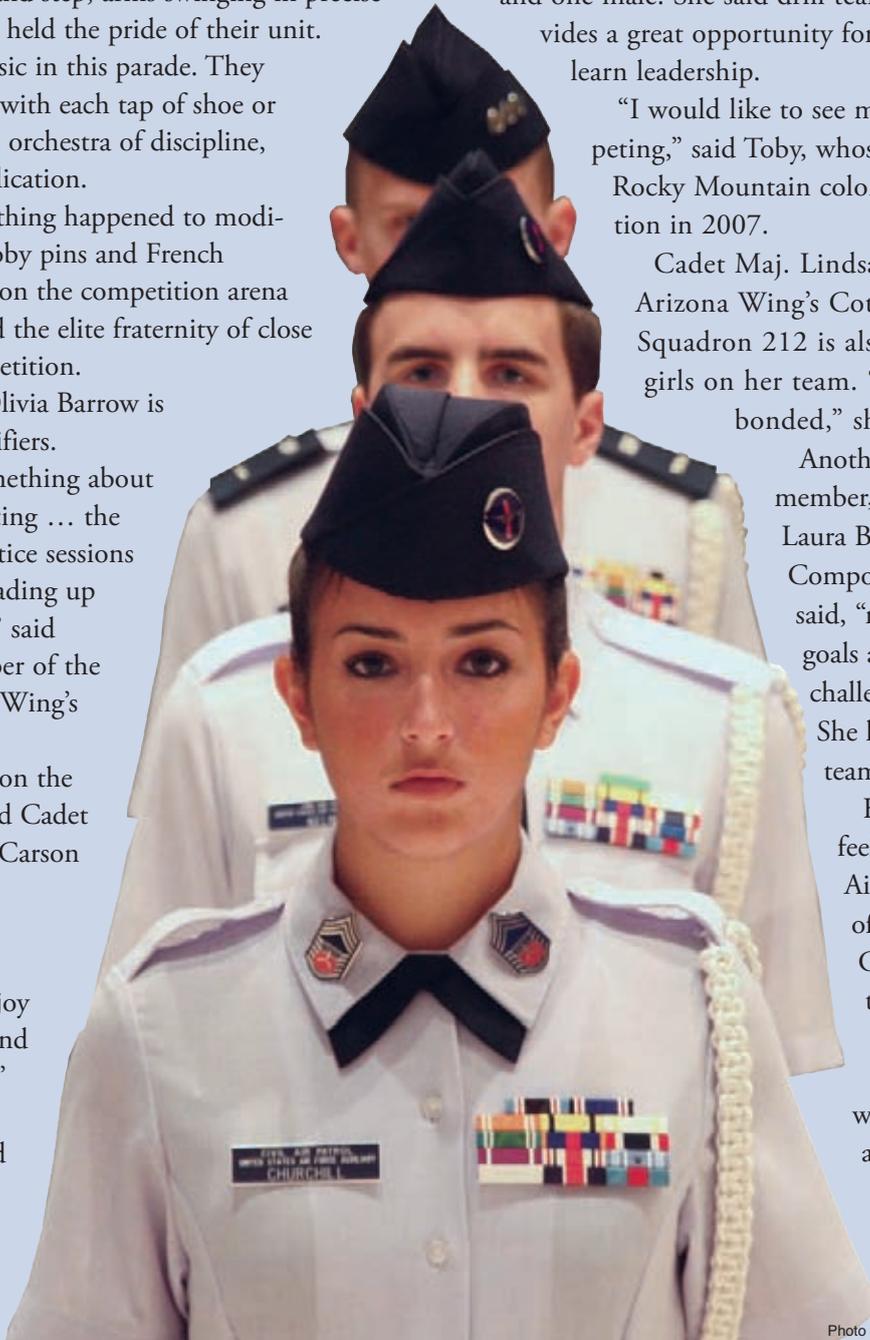
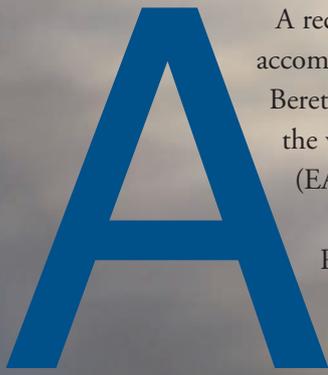


Photo by Capt. James Kalemis, Illinois Wing

A large, bold, blue letter 'A' is positioned on the left side of the page, serving as a decorative element for the first paragraph.

A record turnout of 128 CAP cadets representing 38 wings and accompanied by 41 senior members participated in National Blue Beret 2008 in Oshkosh, Wis., playing a key role in the success of the world's largest air show, the Experimental Aircraft Association (EAA) AirVenture Oshkosh.

“National Blue Beret is an amazing experience,” said Col. Regena Aye, executive officer for the event. “The best part is watching the change that occurs in the cadets and seeing what they are capable of accomplishing.”

Aye was the right hand to Col. Austyn Granville, who served as activity director for the third year in a row. He, too, was impressed with the cadets who attended, and he attributed the program's success to them.

“They were a very motivated and dedicated group,” Granville said. “The senior members were outstanding and very professional.”

As they do every year, Blue Beret participants served as a major source of support at what is known as the “World's Greatest Aviation Celebration.” This year's EAA event, held July 27-Aug. 3, attracted aviation enthusiasts from 75 countries and record crowds, despite high gas prices and a struggling economy, according to *EAA AirVenture Today*.

To be considered for National Blue Beret, CAP cadets must be 16 and are carefully screened before being chosen.

Cadets who attend Blue Beret are able to see all three of CAP's missions — aerospace

*By Lenore Vickrey*

The background of the page is a photograph showing the silhouettes of a crowd of people against a bright, low sun, creating a sunset or sunrise scene. The silhouettes are dark against the lighter sky.

Evening formation for retiring the colors painted a picturesque scene.

# Blue Berets

Dedicated cadets provide needed support for world's largest air show



# 2008

education, emergency services and cadet programs — in action. “Maj. Lou Volpato provided many aerospace education opportunities and enrichment activities for the cadets,” said Aye, including the opportunity to meet around-the-world aviator Dick Rutan and the Misty Pilots, a special group of pilots who flew top-secret missions over North Vietnam.

While it began with an encampment-like atmosphere as cadets were trained, Blue Beret soon transitioned into a mission in which leaders were chosen and flights were formed. Cadets were able to practice their aircraft marshalling skills on the flight line for ultralights, said Aye. At headquarters they performed KP duty, cleaned the barracks and controlled access to the facility. For the EAA’s Warbirds, they assisted with crowd control and kept people off the active runway.

Within emergency services, an NBB mission sub-base operated under the direction of the Wisconsin Wing. Senior members and cadets worked with the FAA to obtain tail number counts, pursued emergency locator transmitter missions, conducted ramp checks and searched for overdue aircraft, resulting in an impressive total of 54 overdue searches and 23 ELT searches, Granville said.

“CAP personnel were credited with 33 overdue finds and 14 ELT finds, for a total of 47 finds for the activity,” he said. “So while we come and work with the EAA, we are also performing our CAP ES mission simultaneously for the duration of AirVenture.”

“Two special details this year involved cadets serving as escorts for Harrison Ford and John Travolta,” both aviation enthusiasts,



Blue Beret executive officer Col. Regena Aye and activity director Col. Austyn Granville said the 2008 cadets’ performance was impressive.

Photos by 1st Lt. Daren Jaeger, Texas Wing



Officers and cadets worked with the Federal Aviation Administration to obtain tail number counts. They also conducted emergency locator transmitter missions, made ramp checks and searched for overdue aircraft, resulting in a total of 54 overdue searches and 23 ELT searches.

Aye said. “The cadets lined up and the stars walked past them to the stage to introduce movies and then back to their courtesy vehicles.” Ford was especially kind to air show visitors, pausing for photos and talking to participants, Granville said.

Granville has been to several Blue Beret programs in recent years in a leadership capacity, and he said this year’s stood out because of how smoothly things ran. “We were tasked with more duties, but overall the entire operation went very well. That is a tribute to the cadets who attended,” he said, as well as to the staff’s preparation. The weather also cooperated, which hasn’t always been the case.

“The president of EAA, Tom Poberezny, said he was very impressed with our performance, and that we were definitely a major part of the AirVenture program in

terms of support. We received a personal thank-you from the Warbirds, and the OSI (Air Force Office of Special Investigations) was so impressed, they want to come back and do more with the cadets.

“People have no idea how intense this really gets,” he added. “So it’s amazing how well it went. CAP is always out in the forefront of this activity.”

For cadets who are thinking about trying for Blue Berets in 2009, both Granville and Aye have a few words. “You come to work, but you have a lot of fun, too,” said Granville. “It’s a long, tiring day, but a rewarding day.”

Aye added, “Every year I am impressed by their dedication to improving themselves. While I think many cadets come to Oshkosh to get a beret, most leave having become a Blue Beret.” ▲

# The fun continues...



Photo by Susan Robertson, CAP National Headquarters

Cadet Chief Master Sgt. Chatham Harris of the South Carolina Wing uses an anemometer to determine wind speed and direction at Offutt Air Force Base in Nebraska. Harris and other cadets who attended the Air Force Weather Agency Familiarization Course received training in weather interpretation, contour mapping, severe-weather analysis and storm spotting.

Photo by Capt. Sam Streger, Colorado Wing



Cadet 2nd Lt. Cassandra Carlisi of the Utah Wing sits in an ASK21 at the National Glider

Academy in Hobbs, N.M. Sixteen Civil Air Patrol cadets relished the joy and wonder of powerless flight at the academy, where gliders were towed aloft and then cut loose before gently making their way back to earth. Cadets also took part in glider academies in Illinois and Georgia.

Photo by Susan Robertson, CAP National Headquarters

Cadet 2nd Lt. Esther Rea of the Maryland Wing, left, and Cadet Capt. Lori Hoffman of the New Jersey Wing stand in formation at the National Honor Guard Academy at McDaniel College in Westminster, Md. Cadets received training in four honor guard elements — ceremonial/demonstration, colors, funeral and drama.



Photo by Capt. Tim Medeiros, Florida Wing



Cadet 2nd Lt. Lucas Eggenberger, left, of the Missouri Wing looks on as Cadet Chief Master Sgt. Vini Ho Chee checks the aileron hinge of a Civil Air Patrol aircraft at the National Powered Flight Academy at Camp Ashland, Neb. Twenty-three CAP cadets enjoyed the opportunity to solo there. Dozens of other cadets took part in three other powered flight academies held in Virginia, Oklahoma and Wisconsin.

# CAP Cadets

## on the Go

International Air Cadet Exchange Makes the World a Smaller, Friendlier Place

*By Kimberly L. Wright*

Harry Mintono of Hong Kong and Yariv and Nate of Israel relax during a sightseeing trip in Washington, D.C. Editor's note: Due to concerns about security, the Israeli visitors were only identified by their first names.



**T**he activities of Civil Air Patrol cadets spanned the globe this summer as part of International Air Cadet Exchange. Seventy CAP cadets visited either Australia, Belgium, Canada, Germany, Hong Kong, Japan, New Zealand, Singapore, Turkey or the United Kingdom, and cadets from those countries visited the United States.

The program, now 60 years old, promotes international friendship and understanding through a common focus on aviation.

## OUT-OF-COUNTRY EXPERIENCE

In Singapore, Cadet Lt. Col. Sebastian Van Dintel of the New Hampshire Wing's Highlanders Cadet Squadron, Cadet Col. Janice Watson of the Maryland Wing's Easton Composite Squadron and their escorting officer, Maj. Joe Winter, Maryland Wing director of cadet programs, joined cadets and escorts from other countries as guests of the National Cadet Corps (Air) and the Republic of Singapore Air Force.

They participated in typical cadet activities, such as flying radio-controlled craft, and field-training exercises, including high and low rope courses and a paintball challenge. They also visited numerous air bases, met government officials and experienced Singapore culture during visits with local host families. Sightseeing included the National Orchid Garden, the zoo and Singapore Flyer, the world's largest observation wheel.

Van Dintel, who plans to major in international studies at Cedarville University in Ohio, where he will attend as a freshman on an Army ROTC scholarship this fall, was pleased to get a jump-start on his studies.

"My exchange to Singapore was a fantastic opportunity to be able to see how cadets from all

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Maj. Joe Winter, left, and Cadet Col. Janice Watson, both of the Maryland Wing, and Cadet Lt. Col. Sebastian Van Dintel of the New Hampshire Wing visited Singapore through the International Air Cadet Exchange program.

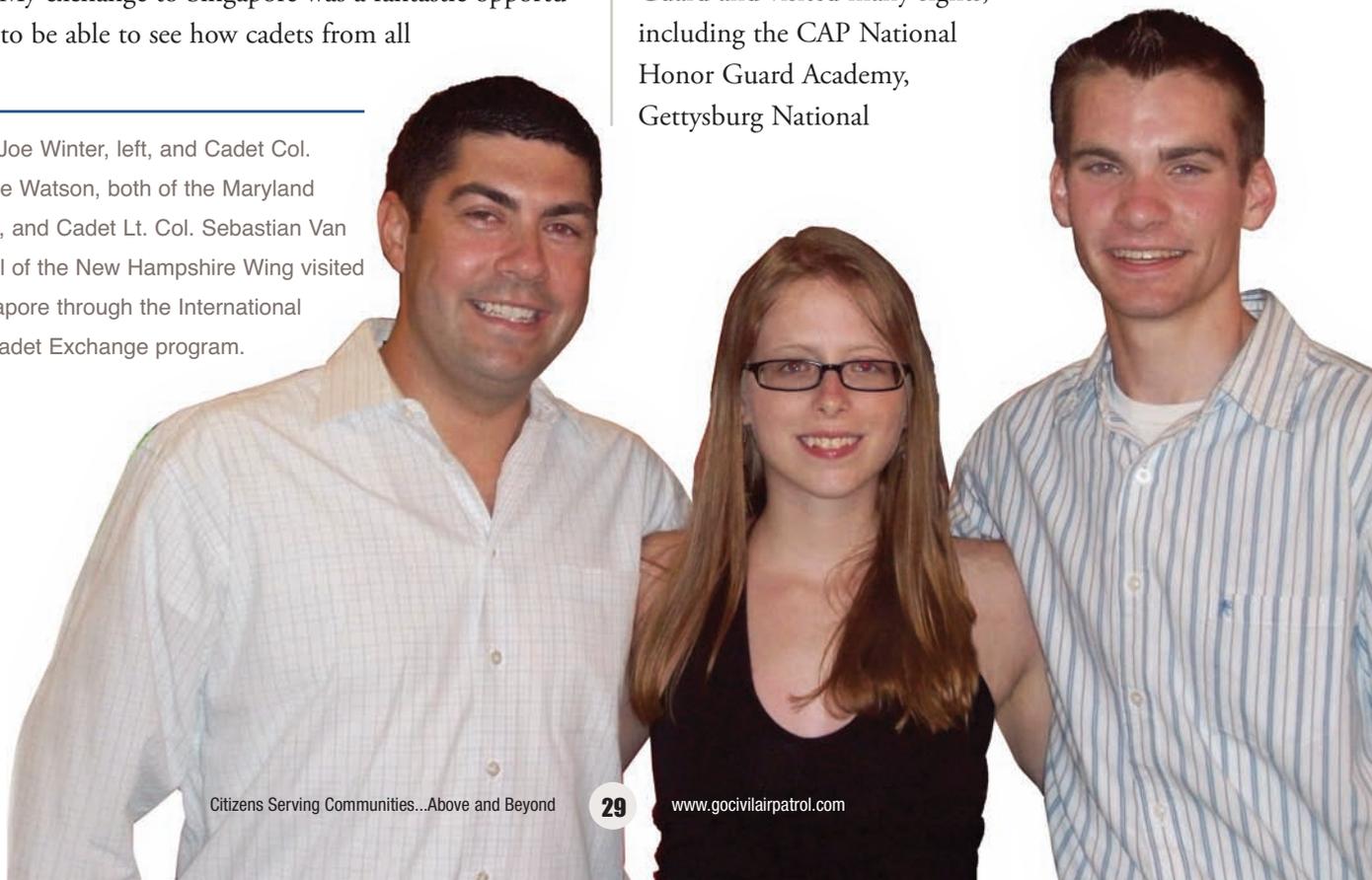
over the world have the same love for aviation no matter how different the culture," he said. "The way the National Cadet Corps ran the exchange was truly outstanding and a tribute to how well their cadet program is run."

## STATESIDE HOSPITALITY



CAP members in 14 wings participated in IACE without leaving the country by hosting youth from other nations and participating in aviation-related events alongside them. The visiting cadets' American journey began in Washington, D.C., where they met government officials and toured the nation's capital.

Similar to their American counterparts abroad, CAP's international guests experienced a variety of activities, both cultural and aviation-related. The Maryland Wing hosted five IACE participants from Hong Kong and Israel. The cadets stayed with host families, were treated to orientation flights on CAP aircraft, flew in Blackhawks sponsored by the Maryland Army National Guard and visited many sights, including the CAP National Honor Guard Academy, Gettysburg National





CAP cadets take part in maritime activities with Singapore's National Cadet Corps as part of IACE.

Battlefield, Inner Harbor in Baltimore, the Baltimore Ravens training camp and Hershey Park.

“They were all very personable and easy to get along with,” said Capt. Brenda Reed, the Maryland Wing’s public affairs officer. “They were patient with our many questions about their countries, and we answered many of their questions about the U.S. Fortunately, they spoke pretty good English.”

## IN THE BLOGOSPHERE

Blog readers experienced Singapore vicariously through the accounts of Van Dintel, Watson and

Winter. In addition, Reed and the Maryland Wing’s guests from Hong Kong and Israel blogged and posted photo galleries, raising the profile of their IACE activities.

“This year one of my hopes with having different members involved was to open their eyes to the program and to encourage future participation either in going to other countries or helping host. I think it worked,” said Reed, adding, “the blog went a long way toward that goal. We have it prominently displayed on our home page ([www.mdcap.org](http://www.mdcap.org)) and based on the stats, it was well visited from that link.” ▲

# IACE Includes Girls!

By 2nd Lt. Norman Reames

Forty years ago this July marked a milestone in the history of Civil Air Patrol with the inclusion of women in the IACE program.

IACE began in 1947 when the leaders of the Air League of Canada suggested exchange visits with CAP wings on its border. With assistance from Maj. Gen. Lucas V. Beau, CAP-U.S. Air Force national commander (1947-1955), the exchange of male cadets was officially sanctioned in August 1948. The first official exchange consisted of 24 cadets and two escorts from each country.

IACE expanded from its modest beginnings to include 37 foreign countries, but remained an all-male program until July 1968. Male domination resulted from a lack of female chaperones in the participating countries. Prior to this, the girls participated in a program called Intra Region Exchange that paralleled IACE; the selection criteria were the same.

Cadet Beverly Vito, now Lt. Col. Beverly V. Pepe of the Southwest Region, was one of eight female cadets selected to participate in the first male/female IACE program.

The other seven were Pauline A. Kimball of the Northeast Region, Janice L. Maxon of the Southeast Region, Dana L. Morgenthaler of the North Central Region, Linda L. Osterhoudt of the Middle East

Region, Mary F. Russell of the Pacific Region, Rhonda D. Shapiro of the Great Lakes Region and Debra S. Smith of the Rocky Mountain Region.

According to Pepe, activities they participated in during a visit to England included a private showing of the crown jewels; tea with the lord mayor in the Tower of London; "Troilus and Cressida" at the Royal Shakespearean Theater at Stratford-upon-Avon starring Patrick Stewart (Capt. Picard of "Star Trek" fame) and Sebastian Shaw (Darth Vader of "Star Wars"); Agatha Christie's play, "The Mousetrap," the world's longest-running play at that time; and an orientation flight in a deHavilland Beaver (British military training plane). ▲



Photo by Cadet Lt. Col. Elizabeth Speert, Iowa Wing

Thirty-two IACE cadets from CAP, Canada, Germany, Ghana, Hong Kong and the United Kingdom pose in front of Buckingham Palace in London. CAP was represented this year by the California, Georgia, Iowa, Kentucky, Nevada, New Jersey, New York, Puerto Rico and Tennessee wings.

# A view from the Chinook and a Singapore shopping experience

*The following excerpt is taken from a 2008 IACE Singapore blog, courtesy of Cadet Lt. Col. Sebastian Van Dintel, Cadet Col. Janice Watson and Maj. Joe Winter:*

**L**ast night was quite the adventure. We followed the cadet hosts to the MRT (metro) station to learn how to travel around the city on our own. We learned about all of the major stops and proceeded to head into the city district near the harbor. We went atop a building to grab a great view of the harbor lights. It was an amazing view! There were so many buildings whose reflections glanced off of the water to provide a spectacular image. We were also able to see the Singapore Flyer (which we will be visiting in the days to come) lit up at nighttime — also an amazing view.

After sufficient photograph time, we headed back down to the street for some more exploring. We found a hawkers center, which is a street lined with small stall-like food stations, and tried some more local cuisine.

We sampled satay, which is a kabob with chicken, beef and mutton in peanut sauce. Also, we tried an ice kachang, which is a multi-flavored snow cone with a mixture of beans at the bottom and adorned with sweet corn on top. We were also able to buy whole coconuts and try the milk. After our meal, we headed back to the NCC camp. When we arrived, we were treated to a snack of eggs, bananas and hotdog rolls.

— Cadet Col. Janice Watson

*I know that I have blogged about how small Singapore is, but I think I need to expand a bit about how small the world is!*

Last night we were split into smaller groups to explore downtown. The downtown area is so vibrant with lots of great restaurants and shops. One of our stops was at a large concert hall where we were able to catch an American

gospel choir in action.

An interesting point about the Singapore military: The mandatory age of retirement is 45, which is amazing to think about! Talk about wishful thinking. The base commander who hosted us for lunch today explained that sometimes the age restriction poses an issue with international relations as sometimes the chief of the Singapore Defense is only 45 and trying to negotiate with other foreign military delegations that have over 45 years of military service! Often he said they are looked at as being young and inexperienced. I can tell you that I've thought the complete opposite; everyone we have met carries themselves with the highest standards.

— Maj. Joe Winter

We went to the City Center and mall last night and I was able to try some of the local cuisine, which was fantastic. Played some soccer yesterday during the day but soon went in for a nap as the heat was quite tiring. The jet lag has worn off for the most part, but I find I'm really tired around early afternoon because we're 12 hours ahead so back home its night, but after six I regain most of my energy. The Chinook flight was amazing ... just can't wait till I'm able to fly helicopters! The Singapore military is very similar to the U.S. and is very efficient. The whole country is kept clean all the time. No matter where you go or what you do, you will find it to be clean, efficient and simple.

— Cadet Lt. Col. Sebastian Van Dintel

Background: Harry Mintono of Hong Kong was among the IACE students who received an orientation flight aboard a CAP Cessna.

# No 'I' in COS

Cadet Officer School  
teaches  
leadership,  
teamwork

When Cadet Capt. Austin Zeyfang of the Pennsylvania Wing struggled to cross Project X's river, Cadet Capt. Kyle Matissek of the Florida Wing helped pull his comrade across.

Photo by Susan Robertson, CAP National Headquarters

By Neil Probst

**A**

A cadet struggles across a simulated river. He can't cross alone, so he pulls himself along a cable, legs straddling the wire, arms doing most of the work.

Another cadet comes to his aid and crosses with the struggling comrade in his lap.

They worked together. The team came before individual heroics.

Nearby, a group of cadets form a human ladder to

move their team to the other side of a burnt-out building located on the Project X Leadership Reaction Course.

This summer, 120 Civil Air Patrol cadets from across America came to Cadet Officer School at Maxwell Air Force Base, Ala., with their own ideas on leadership. They departed with a new definition.

## Whole-Body And Mind Workout

In addition to Project X, participants spent 10 days on the Huntingdon College campus in Montgomery



Huntingdon College in Montgomery, Ala., has become a traditional site for CAP's Cadet Officer School. This year, 120 youth gathered at the college for 10 days of intense study about leadership.

listening to lectures on leadership, working together to solve problems and playing volleyball. The sport was a stress release for the cadets' demanding academic load, but even the smacking of spikes and serves was connected to the leadership curriculum.

Their leadership journey, as volunteer co-director Lt. Col. Michael Foster called the course, was as much about learning to follow as to lead.

Dr. Hank Dasinger, chief academic officer of Air University's Squadron Officer College, for example, taught the cadets about the psychology of leadership using the MBTI (Meyers-Briggs Type Indicator) method. MBTI helps people understand their own and others' personality type.

The new knowledge increases understanding of peers and helps curtail conflicts, Dasinger said.

Cadet Capt. Kyle Matissek of the Florida Wing said MBTI helped teammates understand each other during Project X.

"Before we went there, we did the Meyers-Briggs personality tests, and we discussed how we all had

Lt. Col. Robert Smith shows then-Interim National Commander Brig. Gen. Amy S. Courter how cadets in his flight dressed up their mascot, "Wilson," for the graduation dinner. Smith's flight placed second in the championship volleyball game.

different leadership styles and personalities and how we could use each others' strengths in order to make a stronger team," he said.

## Battlefield Lessons

The cadets also learned about grace under pressure.

Air Force 2nd Lt. Kyle Yates, a Bronze Star awardee in Iraq, explained how he led convoys under fire and stayed the course even as comrades around him died.

Retired Air Force Col. Hank Fowler, who became a prisoner of war after his jet was shot down during the Vietnam War, talked about courage in life-threatening situations. And retired Air Force Col. John Warden, a planner of the 1991 Gulf War Air Campaign, discussed the importance of strategy, the value of thinking before acting and how his own planning process can be adapted to a variety of situations.

Plus, retired Air Force Lt. Col. Phil Chansler of Air University's AFSSO21 office taught cadets Boyd's OODA (Observe-Orient-Decide-Act) loop. Participants learned how each aspect of the loop, which accentuates the need to think carefully before deciding on a course of action, can help improve performance.

The "loop" allows you to

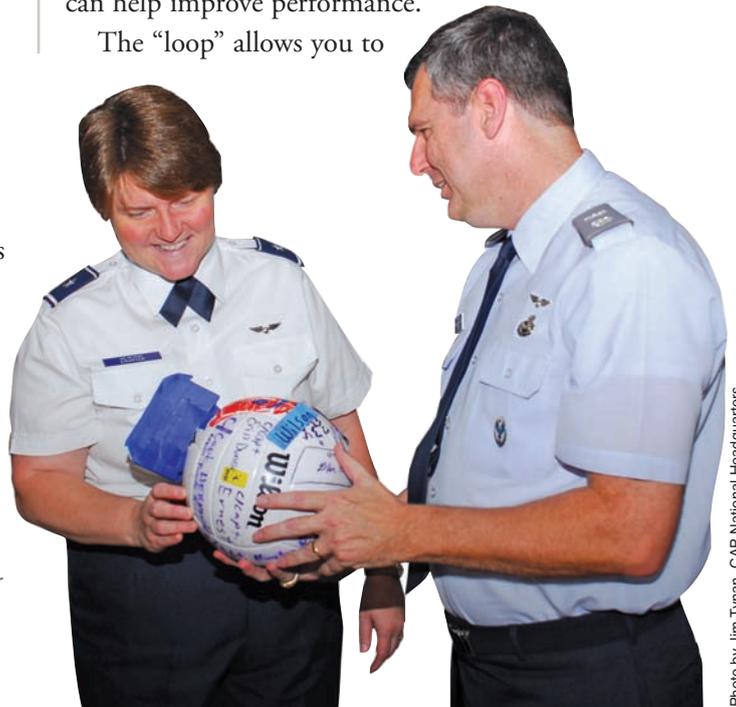


Photo by Jim Tynan, CAP National Headquarters



At left, New Jersey Wing Cadet Capt. Carlos Pineda, left, and Puerto Rico Wing Cadet Capt. Lizbeth Roman, Ohio Wing Cadet Col. Duane McKinley and Arkansas Wing Cadet 2nd Lt. Jess Baker think and discuss how to cross the open space at the top of Project X's Pine Matterhorn. To reach the top, they formed a human ladder.

react quickly to the situation at hand and adjust strategy to ensure success.

“We’ve been applying this to everything, and I never really knew it existed,” said Cadet 2nd Lt. Serena Wedlake of the Florida Wing.

Wedlake and her comrades also learned the value of mentoring from Air University Vice Commander Maj. Gen. Stephen Miller.

### Committed Staff

For the 25 Air Force and CAP volunteer faculty members who helped the cadets discover a variety of new leadership lessons, the course was equally meaningful.

Foster, a CAP member since 1970, a 24-year Air Force veteran and a 1975 COS cadet commandant, said a special poem, “The Bridge Builder,” captures the motivation to mentor youth.

The poem tells a story of two travelers meeting on a road.

“An experienced person walking down the road comes to a gap, and he stops to build a bridge. In answering a passerby who asks why he bothers to stop when he could easily go around, the first walker says, ‘I’m not building the bridge for me; I’m building it for someone else,’ and those are our cadets,” Foster said. ▲



*"You can study leadership from a manual but until you come to COS and do activities like the team leadership problems and Project X, you really don't know what it's like to apply them in real-life settings."*  
 Cadet Capt. Jenna McCord,  
 Florida Wing



*"One of the big things at COS is learning to think on a higher level. We also covered critical thinking, where you have to analyze, observe, collect information, decide what you're going to do and then act on that decision."*  
 Cadet 1st Lt. Evan Todd,  
 Ohio Wing



*"The biggest thing I'm learning to do is to listen to my team and to take advice, because we're all used to being in charge and we kind of have to work through that. It's a very difficult thing to do, but we're coming around."*  
 Cadet 2nd Lt. David Teubl,  
 New York Wing



*"I'm a shy person. Before this, I wasn't really outgoing and I didn't talk much, but now that I've gotten to know my peers, I've taken what I've learned in all the seminars and my classes, and I've said (to myself), 'Just do it. Be outgoing.'"*  
 Cadet 2nd Lt. Laura Boehk,  
 Maryland Wing

## Support Team

Without year-round volunteer preparation, Cadet Officer School simply wouldn't happen. The *Volunteer* pays tribute to the following CAP and Air Force leaders who helped make the 2008 COS a success:

### Directors

- Lt. Col. Steve Governale, USAF co-director
- Lt. Col. Michael Foster, CAP co-director
- Cadet Lt. Col. Chad Aukerman, CAP cadet executive officer
- Cadet Col. Elizabeth Dumont, CAP cadet executive officer

### Flight Instructors

- Lt. Col. Marc Batway, USAF
- Lt. Col. Dave Guth, USAF
- Lt. Col. Mike Jackson, USAF
- Lt. Col. Don Willems, USAF
- Lt. Col. Brian Zalenas, USAF
- Lt. Col. Curtis Boehmer, CAP
- Lt. Col. Valerie Brown, CAP
- Lt. Col. Michael Kathriner, CAP
- Lt. Col. Ned Lee, CAP
- Lt. Col. Kathy Maxwell, CAP
- Lt. Col. James Peace, CAP
- Lt. Col. Rob Smith, CAP
- Lt. Col. Steven Trupp, CAP
- Maj. Todd Canale, USAF
- Maj. Eva Farrar, USAF
- Maj. Glenn Farrar, USAF
- Maj. Brandon Ford, USAF
- Maj. Margarita Mesones, CAP
- Maj. Lynn Stuart, CAP
- Lt. Joe Winter, Maryland Air National Guard
- 1st Lt. Christina Matthews, CAP

### Additional support

- Capt. Janice Watson, CAP director of administration
- 1st Lt. Michael Tier, CAP technical/audiovisual support
- Tech Sgt. Steve Jonas, USAF
- Airman 1st Class Jeremiah Ewing, USAF

Background: Cadets hear a presentation on the evolution of space power from Air Force Lt. Col. Michael Hower. Participants also heard lectures on air power, strategic thinking, personality types, leadership and ethics.

Photo by Susan Robertson, CAP National Headquarters

# Cooperation

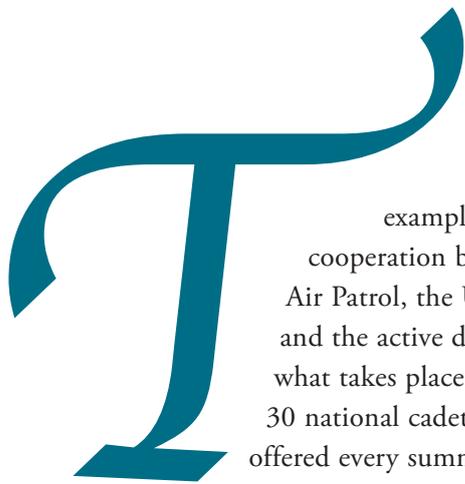
**Air Force Reservists/Active Duty and CAP officers pull together for CAP cadets**

*By Capt. Steven Solomon*

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Cadet Master Sgt. Ryan Olson of the New Jersey Wing practices at the controls of a flight simulator.

Photos by Capt. Steven Solomon, Florida Wing



There is no better example of the close cooperation between the Civil Air Patrol, the USAF Reserves, and the active duty Air Force than what takes place at the more than 30 national cadet special activities offered every summer. And no activity has a warmer relationship between the Air Force and CAP than the

Specialized Undergraduate Pilot Training (SUPT) familiarization course held every summer at Laughlin Air Force Base in Del Rio, Texas.

Indeed, it took the reservist staff led by SUPT director Lt. Col. Andy Applegate, a former T-37 instructor pilot; CAP senior members led by co-director Maj. Joe Winter, an officer in the Maryland Air National Guard; and many active duty airmen as well as civilian employees to pull off another successful year of a premier activity known for offering every cadet a ride in the T-1A Jayhawk, a medium-range, twin-engine jet used in the advanced phase of training for Air Force pilots selected to fly airlift or tanker aircraft.

The reservists brought rich experiences and insight to the Air Force pilot training activity, which signifi-

cantly enhanced the cadets' learning experiences well beyond the academics.

Air Force Lt. George Normandin coordinated a tour of the base tower and Radar Approach Control, base operations and formal and mission briefings, as well as observations of aircraft preflight duties and a look inside the cockpit of a T-6 with the airplane's pilot and instructor. He also arranged for the cadets to spend time on the same simulators used by actual Air Force pilots.

"Lt. Normandin did a terrific job organizing all of the activities, helped us achieve our course objectives and provided a memorable experience for 21 CAP cadets," said Applegate, noting that Normandin also arranged for the cadets to be treated to a short briefing by Col. John W. Doucette, commander of the 47th Flying Training Wing at Laughlin Air Force Base.

It was the spot-on support SUPT received on base, including lodging, meals and overall coordination, that led to the cadets being allowed to actually shadow a flight one morning while they did stand-ups, pre-flight planning and briefings; inspected the aircraft; and conducted preflight procedures.

---

Cadets work out the details on one of their SUPT projects.



Cadet Staff Sgt. Jerry Jacobs from California and Cadet 2nd Lt. Robin Kim from New Jersey talk to T-1A co-pilot Lt. Ryan Scott while Capt. Matt Walsh flies the aircraft.



“This wasn’t just a T-1 ride or base tour,” said Winter. “Our cadets were given the chance to play an active role in what was an ‘outside of the classroom’ learning environment and observe and even experience actual USAF student pilot training.”

Reservists took turns with CAP Capt. Steve Esh of the Nevada Wing providing instruction in a classroom in the same building and adjacent to classes being held at the same time for some of the Air Force's newest active duty officers. Subjects covered by the cadets included jet engines, aerodynamics, energy management, visual flight rules planning, instrument flight rules planning, operation limits/boldface and aerospace physiology.

“These CAP programs definitely give the cadets a leg up,” said USAF Reservist Maj. Rod Gisi, a T-1 and T-37 instructor pilot who encouraged the cadets to study everything on a handout he offered them and administered tests to ensure they memorized every detail.

Nearly 80 cadets applied for one of the less than two dozen spots at the activity. At a minimum, cadets had to be at least 15 years old and have already attended at least one wing encampment.

So, is there anything that could have improved?



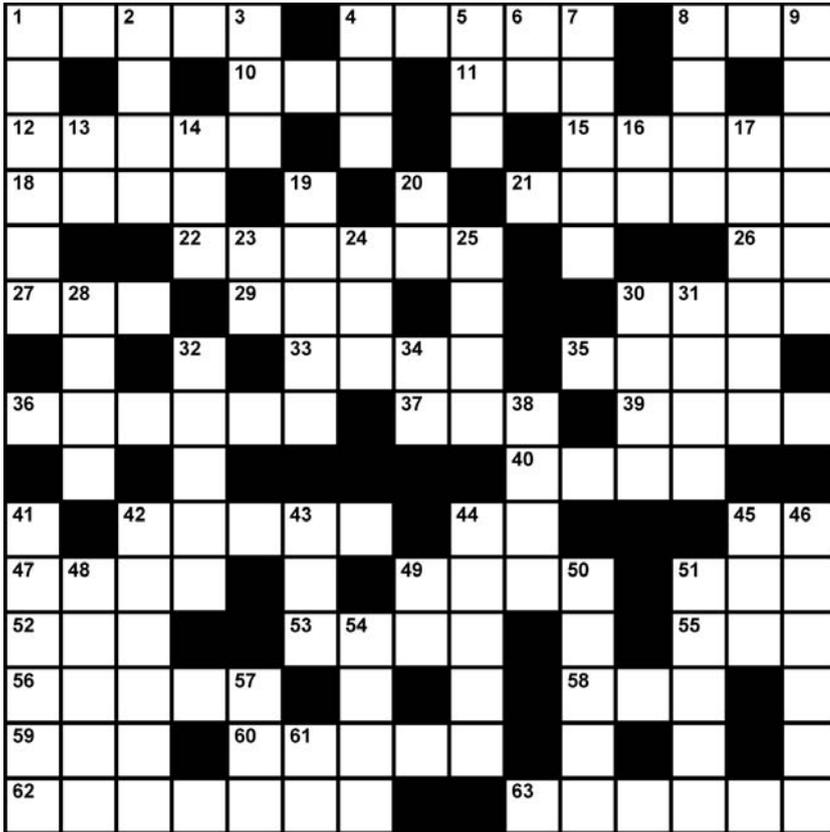
After a one-hour flight at about 22,000 feet, Cadets 2nd Lt. Robin Kim of the New Jersey Wing, Capt. Jeremy Kauffman of the Missouri Wing and Staff Sgt. Jerry Jacobs of the California Wing wait for fellow A-Flight cadets to land in their T-1A, which simulated practice refueling techniques with them.

Perhaps the answer can best be summed up by Cadet 1st Lt. Austin Tallman of Tennessee, who completed the sister SUPT familiarization course at Columbus Air Force Base in Mississippi last year.

“Be prepared to never want to leave,” he said. “Other than that, I have no other thoughts.” ▲

# Civil Air Patrol Crossword

Crossword by Myles Mellor  
www.themecrosswords.com



Answers on page 51

## Down

1. \_\_\_ Aircraft Company, manufacturer out of Wichita specializing in small, piston-powered aircraft
2. Bargain
3. \_\_\_ Aviv
4. \_\_\_ fest, Fairchild Air Force Base's 2008 air show
5. \_\_\_ com, a common radio frequency used at non-tower airports for local pilot communication
6. Battery size
7. Lure
8. Very much (2 words)
9. Search and \_\_\_, one of CAP's key missions
13. Direction indicator
14. Plane flight record
16. Memo start
17. Exercise routines (2 words)
19. Select for military service
20. Skyfest state
23. Friendly alien
24. Miss Piggy's me?
25. Space agency
28. Col. \_\_\_ Feik, who was recently awarded an honorary Civil Air Patrol life membership
30. Vivacity
31. Air Force \_\_\_, the Air Force's Web site
32. Athletic
34. Raleigh locale
38. Treaty
41. "\_\_\_ Vigilans," the CAP motto
42. Oranges counterpart?
43. You have to be able to pass this type of background check in order to be a member of CAP
44. Expenses
45. Consumed
46. Aircraft storage place
48. Augusta locale
49. Dr. helper
50. CAP part
51. \_\_\_ on, encouraged
54. Assist in a felony
57. Goes with a suit
61. Capital city

## Across

1. Junior trainee
4. Small unit of aircraft, ending with ron
8. Craft starter
10. Canadian creature
11. Scot's not
12. Sudden reduction in the lift forces generated by an airfoil
15. American Red \_\_\_, organization that CAP works with
18. New pilot's first flight
21. Pertaining to literature in verse form
22. Anthony P. \_\_\_, the guest speaker for the New York Wing Leadership Encampment
26. "Et \_\_\_, Brute"
27. \_\_\_ S. Courter, the newly elected National Commander of CAP
29. Chinese philosophy
30. \_\_\_ Angels, the U.S. Navy's Flight Demonstration Squadron
33. Vertical stabilizers
35. Stumble
36. First airplane building brothers
37. \_\_\_ tivair, experimental training device prototype known as "Mary's Little Lamb"
39. Institute, abbr.
40. Out of control
42. Up in the air
44. Engine measurement
45. Expression of relief
47. \_\_\_ nnage, an aircraft's tail assembly
49. A college-based, officer commissioning program
51. Airport time abbreviation
52. Old-time GPS
53. Fleming and McKellen
55. Maj \_\_\_, this CAP grade is signified by two stars
56. Aviator
58. Side dish perhaps, for short
59. Compass point
60. Conceptions
62. One of CAP's core values
63. Heavier-than-air aircraft intended for unpowered flight



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By Donna Harris

**T**hrough Civil Air Patrol, Maj. Jacqui Sturgess, director of aerospace education for the Northeast Region, has been able to give young children — girls in particular — the encouragement she missed.

Sturgess grew up in Britain in an era when most females were led to believe they could only do “girl”-type things.

“Even today much of the media and society at large still supports girls being socialized to obsess about dating, clothes and makeup; how can they be passionate about rockets, flying or robotics?” she said.

Sturgess remembers flying on a commercial airliner in her early youth. “It never occurred to me I could sit up front and fly the darned thing,” she said.

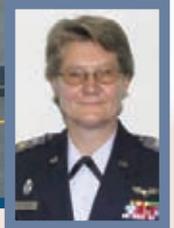
No one ever told her she could.

She remembers a day in high school when her principal gave her the standard three job options — nurse, teacher or secretary.

She didn't like the sight of blood



Photo by 1st Lt. Bob Stronach, New York Wing

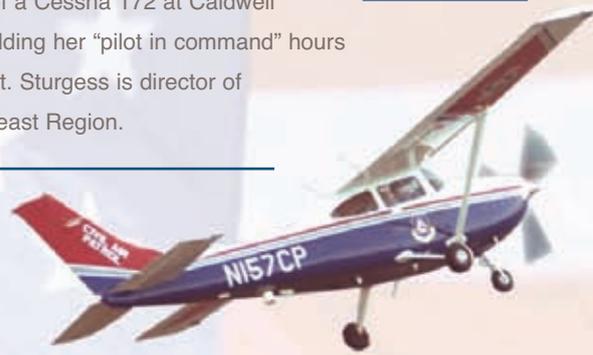


Maj. Jacqui Sturgess stands in front of a Cessna 172 at Caldwell Airport in New Jersey. Sturgess is building her “pilot in command” hours to start training as a CAP mission pilot. Sturgess is director of aerospace education for CAP's Northeast Region.

and had a quick temper, so the first two were out. Secretaries, on the other hand, were needed everywhere in the world, so that's what she picked.

After training in London, she worked in Paris for a while before arriving in the U.S. in 1976. She settled in New York City because it was “the center of the universe.”

Sturgess discovered there is nothing a girl can't do with enough determination. “Gender is not an excuse for failure,” she said. She learned to ride a motorcycle so she



could travel to her cottage in the Catskill Mountains to escape the confines of summer in the city. And she learned to fly to escape the confines of the ground.

Always the historical aviation buff, Sturgess would drag her spouse to air shows whenever possible. The gift of an introductory flight certificate changed her life.

It took her five years through two

# A Woman with Wings

British-American encourages CAP cadets, Girl Scouts to reach for the skies

jobs and three flight instructors, but she eventually earned her license to fly.

Sturgess said she feels at home in the clouds: “The world below you is totally beautiful no matter the season or the weather. I like to see the world laid out at my feet like an incredible tapestry. There is something so healing to my soul to see that.”

She was a student pilot of two years when the Twin Towers fell on Sept. 11, 2001. She joined Civil Air Patrol a month later to support America.

“I was so angry,” said Sturgess, who holds dual citizenship in the U.K. and the U.S. “They attacked my adopted hometown. I was outraged, just like everybody else in New York City, the entire country and most of our world.”

She planned to concentrate on emergency services, but her squadron commander, Maj. Wai Lee, asked her to take a job overseeing the cadet program. She found the challenge exciting, demanding and rewarding and realized she loved working with cadets.

“They are among the very best America is producing,” she said. “Anything I can do to support them is worthwhile.”

As aerospace education director, Sturgess created Women With Wings: Girl Scouts Conquer the Sky, a program with the potential to reach 21,000 girls and their troop leaders in the five boroughs of New York City. The



program also is available to other Girl Scout councils.

In addition, Sturgess created an aerospace education workshop for the Gifted Children Program at Queens College in New York, allowing 6- and 7-year-olds to embrace rocket propulsion and carrier landings.

The best part for her is when she is there for that “aha” moment when children grasp meaning and realize their own potential. “I see the smile on their faces and a light-



Maj. Jacquie Sturgess is shown here at the Edith Macy Conference Center in Briarcliff, N.Y., discussing the Women With Wings program she created especially for the Girl Scouts of America.

bulb goes on,” she said. “I get so much more back than what I put out. The rewards far outweigh the effort, energy and time.”

If she could live her life over again, Sturgess said she would have worked to realize her potential much earlier. She would have joined the Royal Air Force and pursued a military career as a pilot and not listened to those who told her she couldn’t do something just

because she is a girl.

She is thrilled the naysayers’ roles in girls’ lives are diminishing.

“The glass ceilings have been broken. Women have smashed them everywhere. But they have been broken by rare women — unusual, powerful, passionate, driven women. We still have a long way to go,” she said.

“Girls need to be given an opportunity to have role models to nurture their aspirations for whatever they want to do — be it secretarial or scientific. They shouldn’t narrow their possibilities,” she said.

She urges young people to always reach higher. “Pick something — anything at all — and put one foot in front of the other,” she said.

Sturgess continues to fly several times a month, though not always with CAP. She is building time to be a search-and-rescue pilot. “I will be someday. That is one of my goals,” she said.

In her professional life, she has been a group sales coordinator of a major Greco-American cruise line, vice president of a Madison Avenue advertising agency with multimillion-dollar budgets and a department administrator for the chief surgeon at Mount Sinai Medical School.

“In a nutshell, I love life and there’s so much out there still for me to learn and experience,” she said. ▲

*Col. Peter Jensen and Lt. Col. Marilyn Rey contributed to this story.*

# Norwich University Offers Scholarships to CAP Cadets

*By Lenore Vickrey*

Thanks to the efforts of some dedicated members of the New Hampshire Wing, Civil Air Patrol cadets nationwide now have a major college scholarship opportunity open to them.

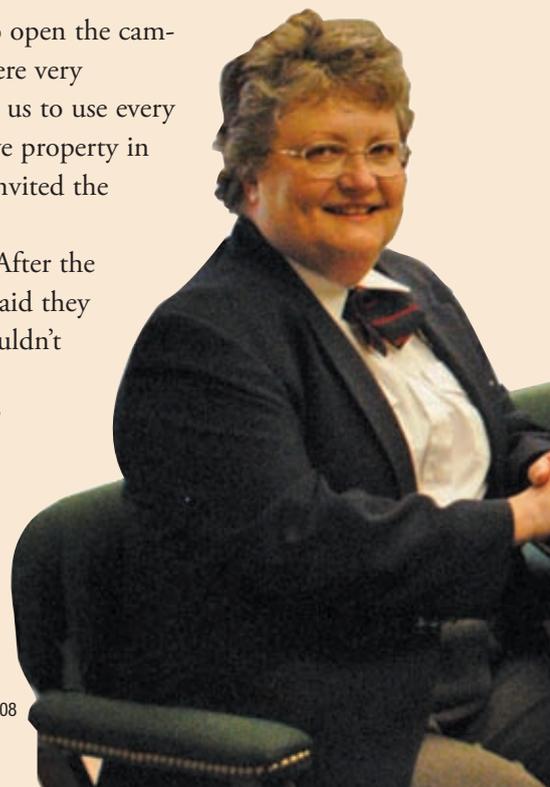
Norwich University, the nation's oldest private military college, is offering scholarships to CAP cadets with one or more years in positions of leadership. The scholarships are valued at \$20,000, payable for \$5,000 per year.

The decision to award the scholarships came after the New Hampshire Wing held its 2007 summer encampment on the Norwich campus in Northfield, Vt. "It was an unbelievable success," said Col. Donald C. Davidson, commander of the New Hampshire Wing. Davidson and wing homeland security director Lt. Col. Walter Brown, a Norwich alumnus, had explored the idea of CAP establishing a relationship with Norwich the year before.

In 2006, they met with Norwich officials, who agreed to open the campus the following summer for a CAP encampment. "We were very impressed," said Davidson, "especially because they allowed us to use every resource they had — four gyms, two pools — and they have property in the mountains where the cadets were able to bivouac. We invited the Vermont Wing to join us and they were ecstatic."

Apparently the cadets weren't the only ones impressed. "After the encampment, we had a meeting with staff there, and they said they were so impressed with the demeanor of our cadets they couldn't stop talking about it," he said. "They had two other youth groups on campus at the same time, and they said the CAP cadets were far superior to all the others combined. They were very, very pleased."

So pleased, in fact, that Norwich was open to expanding the encampments to other wings for 2008 (this year, the Connecticut Wing joined New Hampshire and Vermont). In addition, its alumni board



decided to go after top CAP cadets as potential students by offering full scholarships.

“They said, ‘We want to offer CAP cadets who qualify a \$20,000 scholarship, \$5,000 a year for four years,’” said Davidson. “We were blown away. We thought it would be for a year, but they told us, ‘Send us 100 cadets and we’ll have 100 scholarships.’”

Some New Hampshire cadets have already been selected for scholarships, including Sr. Mbr. Erik Gaunt of the Greater Nashua Composite Squadron. He’s excited about the opportunity the scholarship will give him to pursue a major in business management and to become involved in Air Force ROTC (ROTC was founded at Norwich).

While the scholarships have been given solely to New Hampshire cadets so far, Davidson says other wings will quickly become involved. “In the summer of ’09 you’ll see a whole raft of applicants,” he predicted.

Davidson also expects that Norwich’s decision will lead to other, similar institutions following suit and offering their own scholarships to CAP cadets. Universities like Virginia Military Institute and The Citadel, for example,

will want to recruit students of the caliber of CAP cadets, he said, adding, “it sends out a challenge to other regions of the country.”

To apply for the scholarships, cadets must submit a letter of recommendation from their wing and/or unit commander, along with an application for admission, and be accepted as a member of the Norwich University Corps of Cadets. CAP cadet commanders should address scholarship request letters to:

Norwich University Admissions  
Attn: CAP Scholarship  
27 I.D. White Avenue  
Northfield, VT 05663

Visit [www.norwich.edu](http://www.norwich.edu) for more information about Norwich University. ▲

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Representatives from Norwich University and the New Hampshire and Vermont wings sign a formal agreement to host a CAP encampment in 2007. Cadets’ impressions of the university the previous year led to establishment of a CAP cadet scholarship program. Shown are former Vermont Wing Commander Col. Ann Clark, left, New Hampshire Wing Commander Col. Donald C. Davidson, New Hampshire Cadet Encampment Commander Cadet Maj. Kaylin Chase, standing, Norwich President retired Rear Admiral Richard Schneider and Lt. Col. David Mikelson of the Vermont Wing.



Photo courtesy of Norwich University

# An Eye in the Sky

Virginia Aircrews Provide  
Critical Link During Great  
Dismal Swamp Fire

*By Janet Adams*

**D**

Dense plumes of acrid smoke from burning vegetation in Great Dismal Swamp were drifting across southeast Virginia to as far as the eastern shore of Maryland late on a mid-June morning.

Firefighters from across the nation had responded and a command station had been set up when Civil Air Patrol's Virginia Wing received a call from the National Interagency Fire Center. A tower erected to retransmit critical radio transmissions between fire crews and the command center promptly



Photo by Maj. Mike Portanova, Virginia Wing

Maj. Bill Sensenig flies over the Great Dismal Swamp with a repeater, providing an instant communications link to firefighters on the ground.

sank into the boggy swamp soil, and the area contained no high hills that could be used to address the problem. So CAP was contacted to fly communication repeaters above the South One fire that was rapidly developing south of Suffolk, Va.

According to CAP Maj. Mike Portanova, incident commander for this mission, the NIFC Incident Command Post was on the periphery of the swamp — five miles away from the fire. Communications with field teams were poor, if not impossible.

“The airborne repeaters we were carrying provided an essential link,” Portanova said.

“The incident commander told me on several occasions their protocol called for them to return to base if they did not have communications,” Portanova said. “Hence, there would have been no fire teams working this fire without us.”

What was it like, flying a Cessna at 100 mph for three hours at a time at an altitude of only a few thousand feet in order to maintain optimal repeater function? “Hot and smoky, for starters,” he said, adding, “You really have to be a dedicated volunteer to withstand the tedious, tiring hours required for an extended mission like this one.”

Portanova also commented on the logistics of keeping shifts of repeater planes in the air all day. When Federal Aviation Administration maintenance stipulations are factored in (full maintenance every 100 hours of flight time as well as a 50-hour check), pilots must be organized not only to fulfill missions, but also to perform them safely.

Why was this particular fire — relatively small when compared to major fires in California, where more than

887,000 acres were scorched in 2008 — so difficult to extinguish? Of the more than 111,000 acres within this ecologically fragile National Wildlife Refuge, 4,000 were swept by fire. One reason the fire was difficult to put out was the fallen timber left from earlier major storms that had swept the area. In fact, the fire started when a piece of heavy equipment brought in to remove these toppled trees caught fire. Dense layers of organic material kept the fire smoldering and re-igniting areas that had been worked over.

A huge lake at the center of the swamp served as a source of water to fight the fire by feeding large pumps used to literally flood the swamp. The lake also fed hundreds of giant irrigation sprinklers brought in from western farms to soak the vegetation. Environmentally, “using the lake water was a plus,” said Portanova, “because the water would eventually find its way back into the lake.”

The NIFC’s cost to bring the fire under control was \$6 million. CAP made significant contributions over the 26 days it took to fight the fire — 440 flight hours, eight aircraft, 174 sorties and 75 CAP pilots and command center volunteers.

“This mission,” Portanova said, “is the largest the Virginia Wing has ever been involved in, and it was successfully completed without a single injury, accident or incident.”

In an e-mail to members involved in the mission, Portanova wrote, “It was quite evident that everyone in the wing takes safety seriously and I want to commend each of you for a job well done ... and on how professional everyone acted. We had a tough job to do and everyone gave 110 percent to make the mission a success.” ▲

*“This mission is the largest the Virginia Wing has ever been involved in, and it was successfully completed without a single injury, accident or incident.”*

*— Maj. Mike Portanova, wing incident commander*

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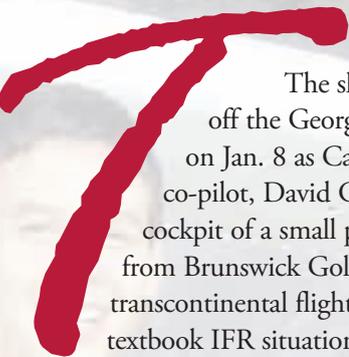
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The skies above St. Simons Island off the Georgia coast were fog-shrouded on Jan. 8 as Capt. Peter G. Baker and his co-pilot, David Corey, sat in the compact cockpit of a small plane readying for takeoff from Brunswick Golden Isles Airport to begin a transcontinental flight to San Diego. It was a textbook IFR situation: instrument flight rules applied. Within a few minutes the two men had risen above the clouds and were able to go VFR (visual flight rules) for most of the remaining trip.

Baker, who resides in Hammock Bay just north of Marco Island, Fla., and Corey, who had flown the plane to Brunswick from Vermont, were making the flight in a homebuilt plane weighing less than 2,200 pounds. Corey, like Baker an air transport pilot, had assembled the Questair Venture in his garage/workshop in Bennington, Vt.

En route to San Diego, they followed a direct flight path to Texas and IFR routes the remainder of the trip. Though there were many restricted areas on the way to San Diego, when they touched down just 9½ hours after takeoff, Baker and Corey had broken the 2000 transcontinental east-west record of 135 mph. The official certificate lists their record-shattering speed as 224.13 mph!

Next, they went for broke — the west-to-east record. Knowing he would have to fly at a relatively high altitude to take advantage of tailwinds, which required an extra oxygen tank in the cockpit, Corey flew solo. There was no room for a co-pilot.

On Jan. 11, when he touched down in North Palm Beach, Fla., Corey broke the record again with a speed of

292.04 mph. The national record has been approved by the National Aeronautic Association and the world record by the Federation Aeronautique Internationale in Switzerland.

The rigors of nine-plus hours cooped up in a tiny cockpit with no lavatory, running water or room for stretch breaks was a challenge, to say the least. With the exception of one stop for refueling, the entire air time was spent checking altitude, maps and miscellaneous dials; eyeballing the weather; snacking on cream cheese and olive sandwiches washed down with bottled water — lots of it — and talking. It helped, said Corey, to have the bladder power of a camel.

When not flying for pleasure, Baker, who has 40 years and 9,000 hours of flying experience, serves as CAP's Florida Wing Group 5 chief check pilot. Working closely with the Marco Island Composite Squadron, he and his squadron fly a sundown patrol out of the Marco Island Airport every night looking for boaters in distress. The squadron's missions also include helping with evacuation and damage assessment during hurricane season.

Cadets in his squadron are keeping an eye out for the Tiger four-seater Baker flies and are hoping for a ride in the helicopter he is assembling in a Marco Island Airport hangar. Will more records be broken? Stay tuned!

For a more detailed account of the two record transcontinental flights, visit the Marco Island News Web site: [www.marconews.com/news/2008/feb/03/long-time-resident-breaks-world-speed-record/](http://www.marconews.com/news/2008/feb/03/long-time-resident-breaks-world-speed-record/). It's worth the trip! ▲

Background: Baker poses with Marco Island Composite Squadron cadets he is helping train.

# CAP Pilot Breaks Two Speed Records

By Janet Adams



Capt. Peter G. Baker, left, and his co-pilot David Corey pose in front of their homebuilt Questair Venture.

Photos by Capt. Pat Lammersfeld, Florida Wing

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# Achievements



## Gill Robb Wilson Award

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

Lt. Col. Richard W. Dean	FL
Lt. Col. Michael T. Harding	FL
Lt. Col. Rogers A. Porter	FL
Lt. Col. Michael A. Marchand	LA
Lt. Col. Eric B. Grant	NC
Maj. Yvonne M. Demyan	OH
Lt. Col. Oler Gene May	RMR
Col. Glen D. Atwell	SER
Lt. Col. Richard S. Saunders	VA
Col. Stanley A. Skrabut	WY



## Gen. Carl A. Spaatz Award

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

Morgan B. Bennett	AL
Samuel Arthur-Ross Macheak	AR
Matthew A. Bricker	AZ
Daniel C. Riordan	IL
Tyler L. Todd	MS
Kali M. Fletcher	NC
Heidi C. Klein	ND
Joseph L. Williams	NE
Shane P. Bellingham	NH
James D. Evans	OH
Timothy A. Miller	OH
Daniel J. Schoessler	OH



## 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 May and June.

Maj. Edward A. Bos	AK	Lt. Col. Joe Curry	NHQ
Capt. Martha A. DeFreest	AK	Lt. Col. Michael M. Long	NHQ
Capt. Adam Bryant Boyd	AR	Lt. Col. Joshua M. Flatley	NV
Maj. Adam E. Such	AZ	Capt. Earle A. Rosenfield	NV
Capt. Daniel W. Aeschliman	CA	Lt. Col. Ronald V. Ryan	NV
Capt. Bruce R. Black	CA	Maj. Daniel W. Brodsky	NY
Lt. Col. Michael J. Kathriner	CA	Maj. Brian L. Bishop	OR
Capt. Brian F. Smiley	CO	Capt. George R. Long	OR
Lt. Col. Lee E. Wilkinson	CO	Maj. Douglas K. Richards	OR
Lt. Col. Weldon B. Cox	FL	Maj. Christopher R. Wade	OR
Capt. Timothy R. Medeiros	FL	Lt. Col. Gene W. Walters	PA
Maj. M. Richard Mellon	FL	Capt. Waldemar Figueroa	PR
Capt. James P. Crone	GA	Maj. Neil F. Lown	SC
Capt. Ralph L. Cole	IA	Maj. Francis H. Smith	SC
Maj. Norman L. Morrisette	IL	Maj. Edward L. Kessler	SER
Lt. Col. Eric J. Shappee	KS	Maj. David F. Hunter	TN
Maj. Meredith M. Phares	MD	Capt. Donald R. Miller	TN
Maj. Justin B. Baier	MER	Maj. Phillip T. Crawford	TX
Maj. Rajesh U. Kothari	MI	Maj. Scott M. Dellinger	TX
Lt. Col. Carlton R. Sumner	MS	Capt. Laura R. Catlett	WA
Maj. John P. Kay	NC	Lt. Col. Greg T. Hader	WA
Maj. Jason S. Smith	NH	Maj. Beverly K. Carlson	WY



## Gen. Ira C. Eaker Award

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

Christopher L. Klein	AK
Meagan A. Puchala	FL
Barry M. James	LA
Robert L. Bowden	MI
Jonathan D. Eng	NC
Bryan F. Feurer	NY
Adam B. Essenmacher	OH
Rebecca E. Hildenbrand	PA
Jeremy A. Zanolini	PA
German J. Martinez	PR
Daryl J. Fariza	TX
Rebecca L. Sargeant	VA
Joshua A. Just	WI
Mark R. Guiney	WV
David F. Hill	WV

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# Former Cadet Achieves Sky-High Success

By Janet Adams

The month of May marked several milestones in Capt. Mikael Asfoor's career. On May 12 he celebrated his 23rd birthday, and on May 15 he received a master's degree in aviation safety from Central Missouri University and an airline transport pilot certificate. Soon afterward, he was selected for first officer training with a regional airline.

"I owe it all to my years as a CAP cadet!" exclaimed Asfoor, who credits his drive and achievements to the training, discipline and motivation afforded him through participation in Civil Air Patrol programs.

Asfoor's dream of being a pilot began in his teens when he joined the Wisconsin Wing's La Crosse Composite Squadron, where he rose through the ranks to cadet

commander. Both his stepfather, Lt. Col. Ron Houser, the wing's legislative liaison officer, and his father, Ron Asfoor, a captain in the La Crosse squadron, encouraged Mikael to join CAP as a cadet and to pursue his goal of becoming a pilot.

Considering the national average for a student pilot to be deemed ready to fly solo is 15 to 20 hours of instruction, Asfoor was way ahead of the scale when he soloed after just 12 hours of training on his 15th birthday. He remarked, "The more you read and study and really pay attention to your instructor, it will shorten the number of hours you need to put in to be ready to solo."

In the ensuing eight months, Asfoor flew at least three solo cross-country flights — 150 nautical

miles with two stops at two different airports at least 50 nautical miles apart. Asfoor wants his continuing dedication to flying to "reinforce belief in a younger generation — one that can make a difference by example." In addition to being a cadet commander and an Eagle Scout, Asfoor also was a cadet flight instructor at CAP's National Flight Academy.

Asfoor has some worthwhile advice to offer young pilots: "Find a certified flight instructor and ask about the flight training process, including ground school, reading materials, training and costs involved," he said, emphasizing the need to take an orientation flight first, "to see if you like flying." Young pilots also should check out the Aircraft Owners and Pilots Association flight training program



Capt. Mikael Asfoor's career is soaring, thanks to Civil Air Patrol.

Photo by Lt. Col. Harold Moe, Wisconsin Wing

## Great Lakes

### Wisconsin Wing helps ensure success of National Guard medical exercise

WISCONSIN – Suicide bombs, plane crashes, snakebites and even food poisoning were all in a few days' work for Wisconsin Wing members who volunteered for Operation Patriot — the largest joint training mission sponsored by the National Guard Bureau. The event provided Army and Air National Guard units from across the country with realistic field training.

About 3,900 Guardsmen from 23 states participated in the exercises at Volk Field and Fort McCoy, Wis., including 1,200 scheduled for deployment to Afghanistan next year. Also participating were units from Canada and the Netherlands. CAP volunteers assisted the emergency medical group by acting as victims with such injuries as abdominal bruising, broken bones, third-degree burns, shrapnel wounds, impalement and arterial bleeding.

"Operation Patriot gives an opportunity for the Air Force and Army to evaluate their skills," said Lt. Col. John Potterton of the 153rd Madison Composite Squadron. "If even one life on the battlefield is saved as a result, then we have fulfilled our mission and done our job for our comrades in the armed forces," he said. Potterton has a personal reason for participating in the exercise — his son, William, an Army Reserve major who achieved CAP's Gen. Carl A. Spaatz Award as a cadet, suffered a compression fracture in Afghanistan, and the skilled medical treatment he received was important to his recovery.

"Of all the things I've participated in with CAP," the elder Potterton said, "this is the most fulfilling thing I do."

>> 1st Lt. Terese Barta



Photo by 1st Lt. Terese Barta, Wisconsin Wing

Lt. Col. Marcia Cunningham of Wisconsin Wing Headquarters, center, undergoes triage outside a field hospital during Operation Patriot.

## Middle East

### KC-135 ride gives North Carolina members feel for refueling mission

NORTH CAROLINA – Two dozen North Carolina Wing members combined a close-up view of in-flight refueling with a bird's-eye perspective of much of their home state, thanks to an orientation flight aboard a KC-135R Stratotanker. The flight originated at Seymour Johnson Air Force Base and was provided by the 916th Air Refueling Wing. After a briefing by Col. Caroline Everham, the 916th Operations Group commander, and Master Sgt. Mark McElmurry, boom operator instructor, the cadets and senior members were bused to the flight line, where they boarded the KC-135. Taxiing to the runway, the KC-135 was preceded by the six F-15E Strike Eagles that would receive the fuel. In the KC-135 cockpit were pilot Capt. Ashley Cowan and co-pilot 2nd Lt. Quentin Mueller, who is also a member of the Goldsboro Composite Squadron.

The 2 1/2-hour flight, cruising at 23,000 feet, traversed eastern North Carolina, the Outer Banks and the Atlantic Ocean. The passengers observed the refueling from two pallets flanking the fuel boom operator, Tech. Sgt. Steve Stanton, who provided in-flight briefings. Stanton pointed out that most members of the crew were Air Force reservists with civilian jobs ranging from urban forestry to process engineering.

The orientation flight was arranged by Sr. Mbr. George Wolfe and Capt. Chris Melcher of the Goldsboro squadron, with assistance from 916th Air Refueling Wing public affairs assistant Donna Lea. >> Maj. Mary Anne Fleagle



Photo by Maj. Mary Anne Fleagle, North Carolina Wing

Air Force Tech. Sgt. Steve Stanton jockeys the KC-135 fuel boom into position while Cadet Sr. Airman Phil Davis observes.

## North Central

### North Dakota senior members enjoy nonpowered flight

NORTH DAKOTA – While the cadets were away, the senior members played. Or so it seemed, at least, when the 119th Air National Guard Cadet Squadron partnered with the Red River Valley Senior Squadron for orientation rides in a Civil Air Patrol glider, while most of the ANG squadron's cadets were off at Camp Grafton for summer encampment.

Instead of their normal Tuesday night meeting — typically devoted to briefings, computers and training — the senior members drove to Casselton Regional Airport to pull the glider out of the hangar and ready it for preflight. Members from the Red River Valley unit provided a tow plane and pilot for their ANG squadron counterparts. “The Red River Valley Squadron is always willing to help out the 119th ANG Cadet Squadron when it comes to orientation rides and any support needed,” said Lt. Col. Eric Ludlow, the cadet squadron's commander.

The glider was towed off the runway, then released at 3,000 feet to glide home to Casselton Regional. “It was incredible,” said Maj. Steve Olslund, one of nine ANG squadron members experiencing their first glider rides. “I’ve been a member of CAP for over 10 years and I’ve never done anything like this before. This was definitely an awesome Tuesday night meeting.” >> Maj. Troy Krabbenhoft



Photo by Maj. Troy Krabbenhoft, North Dakota Wing

Maj. Steve Olslund, right, of the 119th Air National Guard Cadet Squadron listens to pointers from Maj. Walt Vollmers of the Red River Valley Senior Squadron before his glider flight.

## Northeast

### New York squadron crosses border to visit Canadian counterpart

NEW YORK – When Vedder Composite Squadron members left their Albany headquarters and headed north for Ontario, Canada, they were returning an earlier visit by cadets and officers of the 62 Grimsby Squadron of the Royal Canadian Air Cadets. The CAP members' hosts had planned an exciting weekend, including stops at a local military air museum, a tour of a World War II destroyer and a pool party and barbecue at a Canadian officer's home.

Their tour of the destroyer H.M.C.S. Haida allowed the cadets to compare the vessel with the U.S.S. Slater, a much smaller warship anchored in Albany, which the Vedder squadron and their guests had visited months before during the Canadians' visit to New York. Next up was a tour of the Canadian Warplane Heritage Museum at Hamilton

National Airport. There, they viewed many craft that Canadian pilots had flown during World War I and World War II.

On Sunday the entire group visited Niagara Falls and viewed that natural wonder from the steamship Maid of the Mist. After a group lunch, Grimsby commander Maj. Mike Boyle presented his Vedder Composite counterpart, Lt. Col. Bob Hoar, with a certificate of appreciation.

That concluded the trip, which had been almost entirely planned by the cadets themselves and was led by the Vedder squadron's cadet commander, Cadet 2nd Lt. Heather Nelson.

“Joint efforts like this,” Hoar said, “make the cadets on both sides appreciate the opportunities they have and further enrich the bonds of friendship both of our countries have enjoyed for the past 200 years.” >> Capt. James Ridley



Photo by Lt. Col. Bob Hoar, New York Wing

Cadets listen to a lecture on military history in front of a World War II Hawker Hurricane fighter at the Canadian Air Power Museum.

## Pacific

### Oregon cadets present colors as Evergreen Aviation Museum opens new phase

OREGON – The McMinnville Composite Squadron Color Guard played its part when Evergreen Aviation Museum became Evergreen Aviation & Space Museum, with the launching of a new, \$42-million, 120,000-square-foot space museum. Color Guard cadets — Cadet Staff Sgt. Viktor Nippoldt and Cadet Airmen Teven Stone, Bailey Hallgrimson and Chris Moorland — presented the colors for the opening festivities. Moorland and Stone, bearing the U.S. and Oregon flags, respectively, flanked Air Force Master Sgt. John Rasmussen, master of ceremonies, as he spoke to the assembled crowd.

The color guard's involvement was particularly appropriate given the museum's and CAP's long history of working together. Many museum staff and volunteers are members of the McMinnville squadron, and the museum has hosted a series of educational programs and space camps. The museum's new addition features such artifacts as the Titan IV SLV missile, the Willamette Meteorite, the replica Lunar Module, the replica Lunar Rover and the Russian Photon Space Capsule. A 65,000-square-foot space gallery will include dozens of authentic space artifacts, including some from the museum's permanent collection and others that will be loaned to the museum by the Kansas Cosmosphere and National Air & Space Museum.

Major exhibits will include an X-15, a Redstone Rocket, Gemini capsule, Apollo capsule, Saturn Rocket, space food and a collection of space suits. Historic artifacts, full-scale replicas of spacecraft and interactive exhibits and simulators are used to tell the story of space flight. The centerpiece of the new facility will be a Titan II SLV missile. Also, guests will be able to participate in a hands-on missile launch experience. >> Lt. Col. Les Peterson



Photo by Lt. Col. Les Peterson, Oregon Wing

Cadet Airman Chris Moorland holds the U.S. flag during the Pledge of Allegiance.

## Rocky Mountain

### Wyoming Wing participates in joint exercise focused on WMDs

WYOMING – Wyoming Wing members took to the air and the ground recently to help ensure the success of a day-long weapons of mass destruction exercise in Cheyenne involving numerous federal, state and local agencies, including Wyoming's Office of Homeland Security and Military Department. CAP members flew four aerial missions and deployed five ground personnel. They tested their craft's onboard aerial imaging system, provided aerial photography and made communications, public affairs and other ground teams available to assist with the overall exercise.

The purpose of the joint exercise was “to demonstrate the ability for military, city, county and state assets to work together in the event of a suspected weapons of mass destruction incident,” said Col. Luke Reiner, joint operations officer for the Wyoming Army National Guard.

The wing's participation “demonstrated Civil Air Patrol's seamless working relationship with the Wyoming Military Department and other agencies,” said Col. Stan Skrabut, Wyoming Wing commander. “We are extremely proud to be able to support the state of Wyoming when called upon.” >> 2nd Lt. Chris Allen

Photo by 2nd Lt. Chris Allen, Wyoming Wing



The Wyoming Wing communications vehicle is the setting as, from left, wing director of operations Maj. George Twitchell, former wing commander Col. Bill Morton and wing director of communications Maj. Don Barker discuss aircraft operations and aerial photography techniques during a joint exercise.

## Southeast

### Georgia cadets take 'Dream Flight' to Johnson Space Center

GEORGIA – Flying halfway across the country was only the start of their adventure when cadets from various squadrons in the Atlanta area boarded a Delta 757 at Hartsfield-Jackson Atlanta International Airport. Their destination was the Johnson Space Center in Houston, and they were participating in the 2008 Delta/OBAP Dream Flight. Every year the Organization of Black Airline Pilots, or OBAP, conducts a weeklong aviation career education camp for students in the area, co-sponsored by Delta Airlines. As part of the camp, Delta charts a Boeing 757 and flies the campers to visit an aviation-related venue. This year OBAP invited CAP cadets to join them.

The group departed at 5:30 a.m. for Houston and was escorted to Johnson Space Center upon arrival. They heard presentations from such NASA personnel as retired U.S. Marine Corps Maj. Gen. Charles Bolden, a former astronaut, who reminded the group to set goals and never lose sight of them. They also met astronaut Lt. Col. Eric Boe, a former Georgia Wing cadet and current Florida Wing member.

"This is a very awesome experience," said Cadet 1st Lt. Dominique Roberts of Cobb Composite Squadron. The tour and flight — during which the cadets were able to visit the flight deck en route back — left Airman Roderick Rhone of Fulton Composite Squadron feeling inspired. "I want to get more active in CAP and participate in more activities," he said. >> Maj. Michael W. Bell



Photo by Maj. Michael W. Bell, Georgia Wing

Cadet 1st Lt. Dominique Roberts of Cobb County Composite Squadron, left, and Cadet 2nd Lt. Melissa Thom of Gwinnett County Composite Squadron are shown on board the "Dream Flight."

## Southwest

### Arkansas squadron enjoys varied view of aviation activity

ARKANSAS – Five Southeast Arkansas Composite Squadron members devoted a weekend to a full range of aviation-oriented activities in Memphis, Tenn. Capts. Frank Warner, Arkansas Wing aerospace education director, and Betty Evans, squadron deputy commander for cadets, accompanied Cadet Airmen Kolby Deaton and Terry Montgomery and Cadet Basics Brandon Rae and Michael Knight on the trip, which began with a visit to a commemorative Air Force museum. The cadets were invited to climb aboard the vintage aircraft to get a feel for how World War I pilots felt in the cockpit.

The group was then taken through the Tennessee Air National Guard facility and shown areas where pilots and crews of C-5 transport planes are readied for missions. They also toured a C-5. The next day began with a tour of the air traffic control tower at Memphis International Airport. The group saw air traffic controllers in training, then climbed up to the tower to watch controllers in action. A tour of the Federal Aviation Administration Control Center in Memphis, where participants saw how air traffic is controlled in the air, followed. The trip also included a special tour of FedEx's international delivery facility.

Standing next to a C-5 engine being repaired in the maintenance department at the Air National Guard Center in Memphis, Tenn., are, from left, Cadet Airmen Kolby Deaton and Terry Montgomery and Cadet Basics Michael Knight and Brandon Rea.

Evans said, "One of the purposes of this trip was to show our cadets that there are many areas in which they can find a niche in aviation. Flying is the first thing most cadets think about in Civil Air Patrol, but we want them to know that many opportunities can be found." >> Capt. Betty Evans

Photo by Capt. Betty Evans, Arkansas Wing



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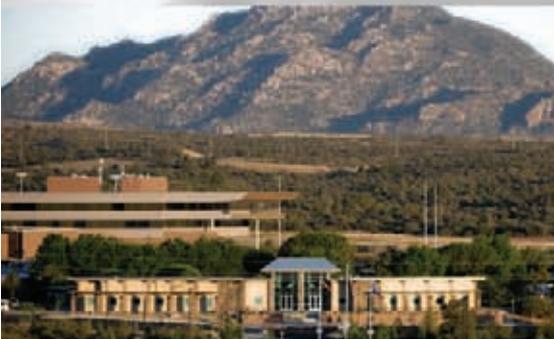
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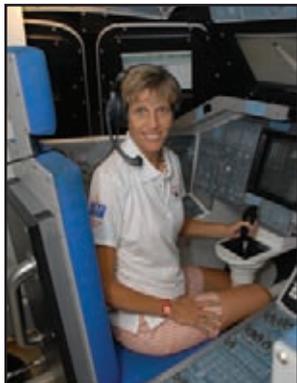
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