

CIVIL AIR PATROL

March-April 2006

v^olunteer



Everyday Heroes of the U.S. Air Force Auxiliary



SENATORS HARKIN & BIDEN

Their View of CAP

WILDFIRES OUT WEST

Oklahoma, Texas Wing Respond

SEARCH AND RESCUE SUCCESS

California Wing Honored

WHO'S DEPLOYED?

CAP Pays Homage

Sen. Tom Harkin
Commander, CAP Congressional Squadron

CIVIL AIR PATROL

volunteer

March-April 2006

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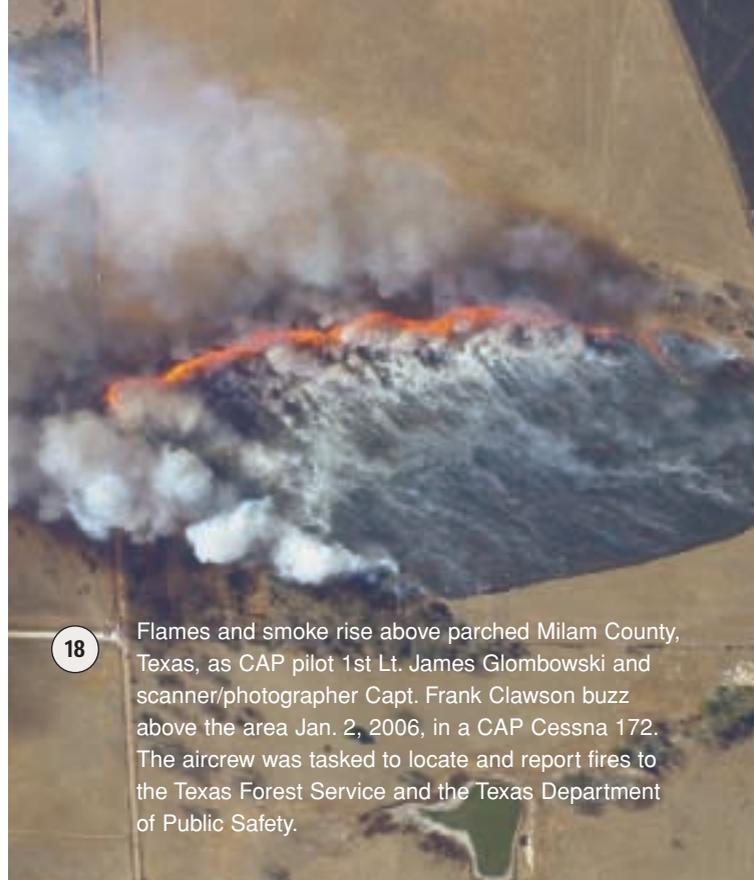
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Flames and smoke rise above parched Milam County, Texas, as CAP pilot 1st Lt. James Glombowski and scanner/photographer Capt. Frank Clawson buzz above the area Jan. 2, 2006, in a CAP Cessna 172. The aircrew was tasked to locate and report fires to the Texas Forest Service and the Texas Department of Public Safety.

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ON OUR COVER

U.S. Sen. Tom Harkin, D-Iowa, is a CAP member who commands CAP's Congressional Squadron. A strong supporter of CAP in Congress, Harkin gets up front and personal during a question-and-answer interview that reveals why he is so committed to CAP. See page 3 for details.



Maj. Gen. Antonio J. Pineda

With a new year comes new opportunities for expanding our membership, and 2006 is no exception. One of the more noteworthy is the formation of my National Patron Squadron and the corresponding membership renewal campaign begun this January.

Because I have learned from our membership that many seniors who have left Civil Air Patrol had a myriad of good reasons for letting their membership expire, e.g., health problems, career demands, inability to make meetings or moving to another area, I wanted to give them an opportunity to return. In order to bring these dedicated members back to CAP, they were offered a late renewal of their membership into the National Patron Squadron. This special membership offer was sent by me in a new year's greeting to our expired senior members with rank who had been out of CAP for six months to 3 1/2 years.

The response to the campaign has been successful beyond all expectations! Over 400 members have called us and e-mailed us not only to rejoin but also to tell us how much CAP has meant to them over the years and they are so happy and grateful for this opportunity to return. Some are rejoining local squadrons now and my staff has given them the steps to take and the contact numbers for the local commanders. Others have indicated it will be a while before their lives settle down, but eventually they will return to "active duty" in CAP.

More than half of the 300 who have joined the National Patron Squadron are intending to remain members in an inactive unit simply to continue to belong to our great organization, to show their belief in the goals and ideals of CAP and to support our activities as patron members.

CAP welcomes back these Everyday Heroes and looks forward to their continued membership and being able to work together to fulfill our "Missions for America." ▲

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

Tom Harkin

U.S. Senator, CAP Volunteer



Jim Tynan, National Headquarters

Cadet Aaron Church of the Iowa Wing presents Sen. Tom Harkin, D-Iowa, with a sketch he drew of an F-8 Crusader, the U.S. Navy jet the senator flew while serving in the Vietnam War. Harkin, who leads CAP's Congressional Squadron, met with members during CAP's 2005 Congressional Reception held during the organization's Legislative Day festivities.

If you speak to Tom Harkin, you could say “Hello, senator,” but it wouldn’t be incorrect to say “Hi, colonel” either. Harkin, D-Iowa, serves as a U.S. legislator in Washington, D.C., but he also volunteers in CAP. In fact, the CAP colonel is commander of CAP’s Congressional Squadron. As a strong supporter of the military and homeland defense, Harkin’s interest in CAP comes naturally. CAP posed the following questions to the senator recently on his CAP service, CAP legislation, the Congressional Squadron, homeland security and CAP’s future.

Q You are commander of CAP’s Congressional Squadron. Please tell me how and when your involvement in CAP began and what specifically led you to become a member.

A I first became involved with the Civil Air Patrol around 1984. As a former Navy pilot who served in both the active and Reserve components, I was not ready to give up flying when I came to Congress. I was still in the Reserves when I was first elected to the House and found it increasingly difficult to make it to my monthly Reserve drill in Iowa. CAP caught my interest, because it was an auxiliary of the Air Force, which meant it would give me an opportunity to continue flying in a government service context. At the same time, CAP was flexible and accommodated my congressional schedule, over which I had little control.

Q Obviously your position as a legislator affords you little spare time. What has kept you in CAP and why do you feel it is important to volunteer when you already represent your constituency in your state?

A I strongly believe in CAP’s mission. This is an organization that was chartered by Congress to carry

out three primary missions: aerospace education, cadet programs and emergency services. I am especially proud of the last two — cadet programs and emergency services. Having a platform to inculcate leadership, coping and management skills, as well as character in young people, as CAP does through its cadet programs, is something you can't help but support.

Like all of CAP's members, my involvement with CAP is motivated by my desire to volunteer in an organization that has the noble and meaningful purpose of helping its community. Having the opportunity to serve a community through search and rescue and disaster relief missions — especially when it's in dire need of these services — is also particularly gratifying.

Q What are some aspects of CAP that you weren't familiar with upon joining that you now see as especially significant?

A When I joined so many years ago, CAP aircraft didn't possess the technological capabilities it does today. Because the technology didn't exist yet, I was unfamiliar with so many of the possibilities. For instance, SDIS (satellite-transmitted digital imaging system) can take digital images of storm damage from the air and transmit those images to state and federal officials on the ground using an onboard laptop computer and satellite phone — all in less than two minutes. This provides valuable impact assessment to the emergency responders on the ground and that's especially significant. Also, when I joined, I had no idea — of course I'm sure CAP didn't either — that it would participate so prominently in homeland security missions.

Q What is the Congressional Squadron's greatest success story to date?

A It is a fact that, for almost 40 years, the Congressional Squadron has given members of Congress, staff and others here in Washington a very unique opportunity to see and actually participate in the CAP program around the country. You may not know this, but the squadron was started by Congressman (Lester) Wolff with that exact thought in mind. Lester Wolff



Jim Tynan, National Headquarters

Sen. Tom Harkin speaks with Wisconsin Wing Cadet 2nd Lt. Heidi Klein at the Civil Air Patrol's 2005 Congressional Reception.

already knew about CAP since he had flown anti-submarine patrol in World War II and helped start its international cadet exchange. But he wanted to give others working in Congress that opportunity.

Q You supported creation of the new Department of Homeland Security. What is your view of CAP's role in defending America?

A As an auxiliary of the Air Force, I think CAP should be fully utilized by that branch to execute its noncombat homeland security missions. CAP's air and ground capabilities are a highly cost-effective option and should be assisting the department with bioterrorism scenarios and training exercises. I forgot to mention the development of ARCHER (airborne real-time cueing hyperspectral enhanced reconnaissance) earlier when talking about SDIS. A system of its capabilities has enormous value in the homeland security context.

Q Outside of homeland defense, why do you think CAP is so vital to America?

A It is definitely a close tie between the character development of the youth who participate in the cadet program and the important search and rescue missions and disaster relief functions. The cadet program is an amazing program that has a lasting impact on its cadets, and I know it has made an amazing difference in the lives of countless young people.

Q What other legislation have you sponsored that has nurtured the mission, role and scope of CAP's "Missions for America"?

A I was a part of two very important legislative events about 20 years ago. In 1985, I helped get CAP its first-ever appropriated funding for new aircraft, which has continued every year since. At the time, CAP was facing a real crisis, since many of its aircraft were surplus military aircraft. With the end of the Vietnam War, the supply of prop aircraft, the kind that CAP uses, had pretty much dried up. In 1986, I co-sponsored legislation that resulted in CAP getting about \$7 million for equipment and operations supporting counterdrug activities. This helped establish an important public service program for CAP that has been very helpful to the nation. Since then I've been involved in a number of CAP legislative and other initiatives.

Q CAP is celebrating its 65th year of national service. What do you foresee for CAP in the next 65 years?

A You know the old maxim: "If it isn't broke, don't fix it." That really does apply here. The objectives of building future leaders and patriotic citizens through the cadet program and performing the array of emergency services CAP performs are noble causes that our nation will continue to need over the next 65 years. I also think CAP should continue seeking opportunities to expand its support of homeland security missions. What CAP did in the Gulf Coast region after hurricanes Katrina and Rita was just exceptional. I see CAP integrating that type of service more and more into its core competencies.

Q What advice can you offer to our 22,650 cadets, some of whom will one day follow in your footsteps as a senior member?

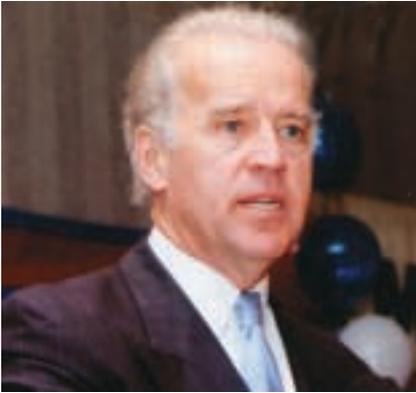
A In today's world, there are so many negative influences clamoring for your attention. Learn all you can from these role models who are instructing you and striving to teach you leadership, self-discipline and civic duty. You have people of sterling character, people like Maj. Gen. Pineda, taking a genuine interest in your long-term well-being. Here's an organization that's willing to invest in your all-around development — not merely teaching you military or aerospace skills but life-management skills as well. Use this opportunity as a springboard to greater successes. Excel to the best of your ability in this program, which in addition to offering you great exposure also offers its best cadets academic scholarships. And later in life try to volunteer in an organization that has similar goals.

Q Why is it important for there to be an all-volunteer organization like CAP performing missions for America on a daily basis?

A Volunteerism is a very American trait, and it brings out the best in all of us. CAP brings together the talents and abilities of a wide range of citizens from those in their teens to others who are my age. Perhaps even more important is that volunteers are truly people who care about important issues and the community they live in. As a result, Civil Air Patrol and the quality of its programs and services benefit from its volunteer members. ▲

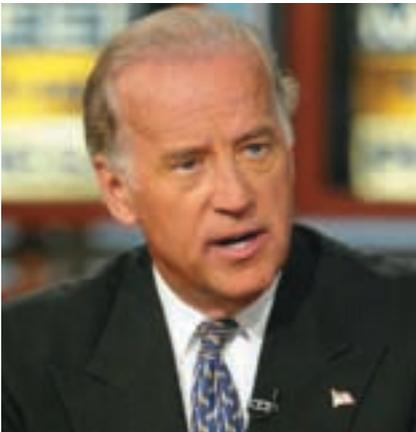
"Like all of CAP's members, my involvement with CAP is motivated by my desire to volunteer in an organization that has the noble and meaningful purpose of helping its community."

— Sen. Tom Harkin, D-Iowa



U.S. Senator, CAP Member

Joseph R. Biden



An honorary member of CAP since 2004, Sen. Joseph R. Biden Jr., D-Del., clearly recognizes CAP's significance. In fact, as a strong advocate of homeland security and a faithful supporter of youth, the six-term senator's ideals closely mirror CAP's mission. Biden, who has enjoyed working with the Delaware Wing and meeting cadets, took time to answer *Civil Air Patrol Volunteer's* questions about his views on CAP's role in homeland defense, its next 65 years of service to America and the importance of this historic humanitarian organization.

Q You are a member of the CAP Congressional Squadron. Please tell me how and when your involvement in CAP began and what specifically led you to become a member.

A After years of work with the Delaware Wing, they presented me with an honorary membership. I was proud to accept that honorary membership, but I am not a licensed pilot so I have not actively participated in the wing.

Q Obviously your position as a legislator affords you little spare time. What has kept you in CAP and why do you feel it is important to volunteer when you already represent your constituency in your state?

A Again, my actual membership is honorary. I have made an effort to meet with some of the exceptional cadets in the Delaware Wing, and occasionally those from Maryland have joined us, and I hope I have been able to encourage them to continue to take pride in their service. I believe it is critical to instill a belief in public service in young people, and I so greatly value CAP's ability to do that.

Q What are some aspects of CAP you weren't familiar with upon joining that you now see as especially significant?

A Before the wing commander started visiting my office, I was only notionally aware of CAP's work. Since we began our yearly meetings, I have been impressed with CAP's success in each of its three core areas. The critical role they play in search and rescue is more important than ever



before, as other search and rescue organizations are stretched thin with new post-9/11 responsibilities. Saving an average of 100 lives a year is an impressive record. CAP does the nation a great service with its cadet programs, producing young pilots with a strong sense of responsible citizenship. In addition, as the nation struggles to keep kids interested in the sciences, CAP's efforts to encourage aerospace education at all levels is an important component to solving that problem.

Q What is your view of CAP's role in defending America?

A I have been particularly impressed with CAP's record of taking drugs off the street. I believe in a balanced approach to the problem of drugs in America, including working on reducing demand and improving our ability to restrict supply. Having a nationwide volunteer squad that can help take over \$400 million worth of drugs off the streets in a given year is a huge asset.

In addition, I think it's critical in a post-9/11 world to have more eyes on our coastline and borders. CAP provides an important force to assist law enforcement on a regular basis with their eyes in the sky and extensive communications system.

Q Outside of homeland defense, why do you think CAP is so vital to America?

A Aside from homeland defense, CAP provides a unique opportunity to develop young citizens and encourage those cadets to have a lifelong belief in national service. In addition, it gives each state a pool of trained and disciplined volunteers to assist across a range

of areas, particularly search and rescue, communications and counter-narcotics operations.

Q CAP is celebrating its 65th year of national service. What do you foresee for CAP in the next 65 years?

A CAP's role is likely to increase as Americans continue to strike a balance between living normal lives and enhancing security. I hope CAP will be able to work more closely with homeland security to help defend things like nuclear power plants and other potential targets around the nation. I also hope there is greater integration of CAP assets and personnel into state emergency response plans.

Q What advice can you offer our 22,650 cadets, some of whom will one day follow in your footsteps as a senior member?

A Never forget what a privilege it is to serve this nation and the people you represent.

Q Why is it important for there to be an all-volunteer organization like CAP performing missions for America on a daily basis?

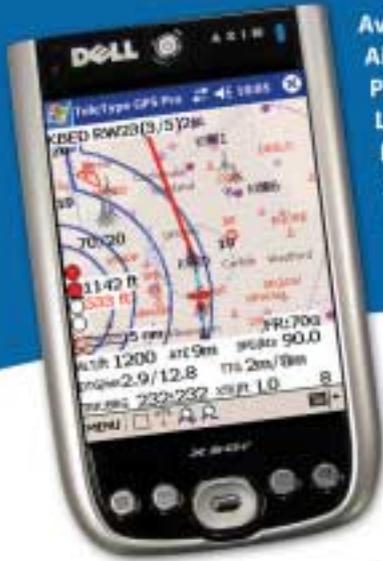
A As a nation, we have been very fortunate. When people volunteer regularly to help each other and serve our country, they are giving back and making America stronger. As we face an array of disturbing new threats, it is more important than ever that we all take responsibility for keeping this nation safe and true to its democratic values. ▲

"I believe it is critical to instill a belief in public service in young people, and I so greatly value CAP's ability to do that."

— Sen. Joseph R. Biden Jr., D-Del.

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A MESSAGE FROM THE DIRECTOR

This issue of the *Civil Air Patrol Volunteer* features Q&A with Sen. Tom Harkin, commander of CAP's Congressional Squadron, and Sen. Joseph R. Biden — both staunch supporters of CAP — and in-depth coverage of our members' phenomenal fire-spotting missions in the wake of wildfires in Oklahoma and Texas. Readers will also discover the fascinating details behind the California Wing's search and rescue distress saves, how the Florida Wing is bringing drug use among inner city teens to a screeching halt and which member flies high with CAP while diving low in the Navy. And last, but not least, there's a final salute to sub-chaser Nathan "Bill" Morris and a tribute to more than 150 members deployed to the Middle East.

The *Civil Air Patrol Volunteer* truly captures the essence of our Everyday Heroes — the nearly 57,000 volunteers who perform our "Missions for America." National Headquarters is proud to provide this service to our members and this critical communications tool to our constituents.

In other National Headquarters news, the CAP Hurricane Relief Committee and National Headquarters are pleased to announce that donations for hurricane relief are now available for disbursement. Thanks to the generosity of CAP members and our corporate partners, the relief fund totals more than \$20,000.

CAP members who were victims of the 2005 hurricanes are encouraged to obtain an application for disaster relief from their unit commander. Wing commanders will review the applications and submit their recommendations to the Hurricane Relief Committee — Cols. Matt Sharkey, Tom Todd and Charles Sharp. Approved applications will be presented to National Headquarters for awards.

Also, on Jan. 3, Vanguard Industries became the new vendor for all CAP-Mart products. Specializing in serving the U.S. armed forces, Vanguard, which was founded in 1918, is the largest supplier of military insignia in the nation. In keeping with CAPMart's tradition, Vanguard will continue to supply CAP members with high-quality products and exceptional customer service.

Vanguard is updating its Web site daily with listings and photos of CAP products. The company is also finalizing a price list, which will be mailed to all units. For more information or to order CAP merchandise, call (800) 221-1264. The Web address is www.vanguardmil.com and e-mail is cap@vanguardmil.com.

In the next issue, look for comprehensive coverage of CAP's Winter Board activities, including a Legislative Day observance that promises to be memorable.

Semper Vigilans!

Don R. Rowland, Executive Director



"The CAP Hurricane Relief Committee and National Headquarters are pleased to announce that donations for hurricane relief are now available for disbursement."

*— Don R. Rowland
CAP Executive Director*

CIVIL AIR PATROL
Volunteer

Celebrating Our 65th Year of National Service

Civil Air Patrol appreciates the feedback received from CAP members and others who read the inaugural issue of *Civil Air Patrol Volunteer*. A selection of responses follow:

Dear Tony (Pineda)

I just finished reading the inaugural publication of *Civil Air Patrol Volunteer* and, on behalf of the Board of Governors, would like to commend all who helped make it possible for an outstanding effort.

One cannot help but be impressed with the wealth of activities the Civil Air Patrol is involved in and what a tremendous difference the CAP is making to our country through its volunteer endeavors. Your people have done a great job chronicling the CAP story and bringing it alive through superb color photographs and well-written stories.

Congratulations to the managing editor, Julie DeBardelaben and her staff, and of course, the advisory committee headed by Buddy Harris. With Buddy involved, I would expect nothing less than the best.

Again, thanks to all who helped make it happen. We look forward to future editions continuing to tell the CAP story in a special way. Keep up the great work!

Nicholas B. Kehoe
Chairman, Board of Governors

► I just received my first edition of the *CAP Volunteer* and am blown away by the high quality of the publication and its captivating articles. The cover alone is one of the best sell jobs for CAP I've seen in years. It says it all. I wish I had had a copy with me yesterday when MEWG/CC Sammons and I made a presentation to Maine Emergency Management Agency. This edition of the *Volunteer* says in terrific pictures and vibrant headlines much of our pitch that clearly resonated with MEMA's leadership. Thanks, and keep up the great work.

Col. James Linker
Vice Commander, Northeast Region

► Just got the new *Volunteer* magazine in the mail today. It looks GREAT! It looks so much like a professional news magazine. Good job and best of luck.

1st Lt. Mike Tier
Operations Support, Florida Wing

Correction

The photo depicting hurricane relief efforts published on page 1 of the January-February 2006 issue was in fact a picture of California Wing Cadet Andre Bodine of the Chino Cadet Squadron cleaning up after major flooding wreaked havoc on the Corona (Calif.) Airport in January 2005. Bodine and the members of his unit also helped move more than 150 aircraft at the airport to higher ground to protect them from the floodwaters.

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ON THE WEB

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

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2nd Lt. Mike Sandstrom, right, and Capt. Rick Crepas were among members of the Michigan Wing whose aircraft served as targets for jets and helicopters patrolling the airspace above the Super Bowl. They flew the group's newest aircraft, a Cessna 182 with a state-of-the-art Garmin G-1000 glass cockpit.

Super Bowl Security

Michigan Wing Participates in Counter-Terrorism Exercise

By Lenore Vickrey

This year's Super Bowl was more than just a game to watch on TV for several CAP members in Michigan.

Six Michigan Wing aircrew members helped make the airspace above the game safe by participating in a counter-terrorism exercise 10 days before the big game. The CAP pilots responded to a request from the North American Aerospace Defense Command (NORAD) to help them identify unknown aircraft and take them down, if necessary.

2nd Lt. Mike Sandstrom, Capt. Gus Gettas and Capt. Rick Crepas flew the wing's newest Cessna and acted as targets for jets and helicopters patrolling the airspace above Ford Field and downtown Detroit. A second wing aircraft was flown by Lt. Col. Leo Burke, Capt. Matt Boucher and Capt. Randy Rice.

The exercise included planes and personnel from the Air Force, Navy, Coast Guard and Canadian Air Force, including F-16 Fighting Falcons, HH-65 helicopters, CAP Cessnas, CH-146 Griffin helicopters, CF-18 fight-

ers, a C-12 Learjet, E-3 Sentry and air-refueling tankers.

"They (NORAD) have to practice how to intercept and how to make decisions quickly," Sandstrom, public affairs officer for the Kellogg Field Senior Squadron, told the "Battle Creek Enquirer" newspaper.

Participating in the exercise was a new experience for the CAP members, whose wing was contacted by the CAP National Operations Center to help out. "From there, we picked two aircrews to participate in the exercise," said Gettas, the wing's emergency services officer.

Sandstrom, a former fighter pilot in the Swedish Air Force, had done similar flights "but mostly on the other side. It was many years ago, though, so it felt very new to me this time," he said.

The pilots were told to fly from a certain waypoint to another at a predetermined altitude and speed. "We were to make three runs and be intercepted all three times," said Sandstrom. "We were also instructed not to follow the intercepting aircraft's instructions when they wanted us to follow them. I communicated with them

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Civil Air Patrol thanks its corporate partners for their generous support of the organization's nearly 57,000 volunteer members nationwide. The CAP leadership urges every CAP member to give each one of our partners their support!

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on radio, though, and they also wanted us to know if their distance and altitude allowed us to see them clearly. They needed to know this to be able to intercept both high-wing and low-wing aircraft.”

The CAP aircraft started from the west and headed east, and as they flew, they were intercepted by Coast Guard helicopters.

“Once they had located us, they then moved to the identification phase,” said Gettas, “where they are at a higher altitude identifying the aircraft as a threat or not. From there, they moved to the intercept phase. We were able to help them out on their location, and possibly whether they should move back, up or down.”

Each intercept had a different scenario, according to Crepas, deputy squadron commander. On each flight there was snow on the route, but no icing.

The squadron's newest aircraft, a Cessna 182 with a state-of-the-art Garmin G-1000 glass cockpit, provided “an extremely capable platform for our mission,” added Crepas. “Situational awareness is nothing short of spectacular.” The aircraft “performed flawlessly and provided information we could only have dreamed of a few years ago.”

The Cessna's Traffic Information System even provided some humor-

ous moments, Sandstrom said. “At one point, a Coast Guard helicopter called us and said, ‘We are at your 2 o'clock and six miles out.’ I looked at my screen and responded,

“Situational awareness is nothing short of spectacular.” The aircraft “performed flawlessly and provided information we could only have dreamed of a few years ago.”

— Capt. Rick Crepas

‘You are at our 11 o'clock at four miles,’ because I could see that on the display. The response was ‘O-o-o-o-o-kay.’ ”

The missions were accomplished successfully and the CAP members were thanked and commended by the intercepting aircraft crews for their participation. “It was apparent our aircrews were very capable and well trained for the tasks,” said Crepas.

“We've received great attention on this,” added Sandstrom, including being featured in front-page stories in local newspapers and on local TV and radio stations.

“As a PAO, I'm of course happy about this since these types of missions normally are classified, but NORAD actually released the information about this to the Associated Press. Many people have approached me this week and said, ‘We didn't have a clue that CAP did so many things for our country.’ ” ▲



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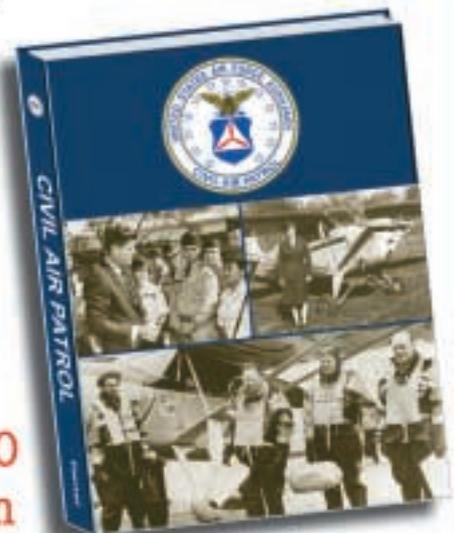
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Capt. Al Childers, California Wing

‘Overwhelmed With Relief’

California Wing awarded two saves for assisting with rescue

Aircrews with the California Wing and radar experts from the Colorado and Washington wings assisted in a December search and rescue that earned the California Wing two SAR distress saves from the U.S. Air Force Rescue Coordination Center at Langley Air Force Base, Va.

According to California Wing emergency services officer Capt. Bob Keilholtz, the two glider pilots were found alive Dec. 4. Though the pair had spent the night in their craft in sub-freezing temperatures in the San Gabriel Mountains, they were in good condition.

The discovery in Southern California left California Wing pilot Maj. John Findley Jr. “overwhelmed with relief.”

“It’s just so good to hear that not only are they (the survivors) in good condition, but the aircraft, as far as I know, also was recovered in good shape. It just doesn’t

get any better than that. That’s what it’s all about,” Findley said.

Findley, observer Capt. Patrick Jones and scanners Capt. Kevin LeQuire and 2nd Lt. Dan Aeschliman, all of Cable Composite Squadron 25, piled into a CAP Cessna 206 and launched from Cable Airport in Upland, Calif., to begin the search. Aircrews in three other CAP Cessnas also took off from California airports in Torrance, Fullerton and Fallbrook.

The AFRCC had tasked the crews to hunt for the glider that went missing the night before. The craft, a Burkhardt Grob G103 Twin, had not been outfitted with an emergency locator transmitter, which automatically transmits a radio distress signal after a crash landing to assist search and rescue personnel in finding the accident site. As a result, the California Wing aircrews and a Los Angeles County Sheriff’s Department helicop-

Opposite, from left, California Wing members Capt. Kevin LeQuire, Maj. John Findley Jr., Capt. Patrick Jones and 2nd Lt. Dan Aeschliman stand in front of the CAP Cessna 206 the crew flew in early December to search for a glider that had crash landed.

ter crew took off before dawn for a daylong search.

Without the technological assistance the ELT would have provided, all four CAP aircrew members would have to rely on their eyes alone to find the glider and its crew. Even for a pilot with the sharpest eyes and an observer and scanner with the keenest senses, 250 miles of mountains is a lot of territory. Under the circumstances, who better to call than two CAP members experienced in mountain flying and with radar.

A Little Help From Friends

Lt. Col. Eric Steward, a watch supervisor at AFRCC, said the center called on 2nd Lt. Guy Loughridge with the Colorado Wing and John Henderson with the 84th Radar Evaluation Squadron (RADES) at McChord Air Force Base near Tacoma, Wash., for radar analysis to help pinpoint the probable crash site.

Whenever there's a crash in the U.S., pilots and pas-



2nd Lt. Dan Aeschliman, California Wing

A glider flown by two pilots rests in the San Gabriel Mountains of Southern California after its crew made an emergency landing on Dec. 4. The U.S. Air Force Rescue Coordination Center awarded two search and rescue distress saves to the California Wing for its part in the rescue.

sengers should cross their fingers that Henderson, a commercial pilot with an instrument rating and a 24-year Air Force career in radar operations, and Loughridge are involved.

Since 1999, Henderson, a retired Air Force sergeant working at the RADES as a civilian, has helped locate air accident sites that aided in the rescue of 10 survivors.

John Henderson with the 84th RADAR Evaluation Squadron sits at his desk in the Western Air Defense Sector at McChord Air Force Base, Wash. Henderson, who is also a Washington Wing captain, used radar data to help lead rescuers to the site of a crashed glider and its two crew members.



“It’s just so good to hear that not only are they (the survivors) in good condition, but the aircraft, as far as I know, also was recovered in good shape. It just doesn’t get any better than that. That’s what it’s all about.” — Maj. John Findley Jr., California Wing pilot

Loughridge, who volunteers his services as a member of CAP, has served in a similar capacity since 1995. He has assisted AFRCC with hundreds of searches that have resulted in many saved lives. Incidentally, Loughridge is both a single-engine pilot and a sailplane pilot.

Because of their vast experience, Henderson and Loughridge can reduce a large search area to a much smaller one by using radar, their knowledge as pilots and common sense.

Henderson, also a Washington Wing captain, and Loughridge first studied the initial data from AFRCC and factored in weather conditions. Then, employing slightly different software, both worked several hours to obtain approximate accident locations.

Loughridge, for instance, imported recorded radar data into his computer. He then drew a box on his screen around Southern California.

He began sifting through hundreds of thousands of moving, colorful blips on the computer screen to filter out which were likely airliner traffic and which were smaller aircraft flown by private pilots.

For Loughridge, the search on the radar screen is a lot like sifting through what appears to be moving ants or worms, like the long line of radar blips that head straight for Los Angeles International Airport and scattered blips that indicate a great deal of other traffic.

Then, bingo! “I could actually see the sailplane arrive at the top of the mountain range north of Ontario and south of Crystal (airport), and I could see it moving about on the ridgeline,” he said.

Superimposing a three-dimensional map on his screen, Loughridge followed the blip, representing the glider, as it sailed. Ultimately he could tell it had not headed back to the airport, but had come to rest on a mountain.

Fortunately, the craft was a slow-moving sailplane.

Henderson said he was optimistic immediately in the search, because he knew a glider pilot’s chances for a safe crash landing would be better than the odds a faster airplane’s crew would face.

“I’m also a pilot, so that helps a lot, thinking what the pilot would do,” he said.

Mission Accomplished

Ultimately, the radar data from Loughridge and Henderson led Findley’s team very close to the glider’s crash site, and, in the process, the quartet actually discovered an older glider crash site from several years past.

The Los Angeles County Sheriff’s Department also was searching for the more recent crash and spotted the Burkhardt Grob glider and its pilots first, while Findley and the other CAP crews flew at higher elevations.

Still, Findley’s crew, the first CAP team on the scene, is thankful for AFRCC’s recognition and for the opportunity to assist in saving the lives of two people.

For Keilholtz, teamwork was everything.

“In this search mission, two lives were saved because of the cooperation,” he said. ▲

— California Wing (South) PAO Capt. Chris Storey contributed to this story.



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Blazes Catapult Oklahoma, Texas Wings To Sky

Fire! Fire!

Capt. Bill Wierda, Oklahoma Wing



Oklahoma Wing pilot Maj. Don Foster steers a CAP Cessna 172 above Oklahoma while flying an aerial fire-spotting mission alongside co-pilot/observer Capt. Bill Wierda. More than 50 Oklahoma Wing members worked in excess of 1,150 hours helping the state combat the blazes, and wing pilots flew 114 sorties over 412 hours.

From lush summer green to barren winter black. For CAP pilot and 40-year resident of Oklahoma Maj. Don Foster, the view from the sky could not have been grimmer.

Foster lives on the eastern side of the state revered for its natural beauty in the summer. But the ground got darker and darker in late November when ground fires ignited and swept across the state.

“This area of Oklahoma is rolling hills, and we’re in what is referred to as green country. It’s this part of Oklahoma that, during the summertime, is very lush and very green, so you have pretty high grass and a lot of brush and heavily wooded areas, and that’s what’s been burning,” he said.

The blazes, which killed at least four people, burned more than 285,000 acres and damaged at least 786 homes, hit close to home for CAP members.

While Texas Wing aircrews battled similar crises in the Lone Star State, 20 Oklahoma Wing volunteers suddenly found themselves in a battle to help save residents’ lives and their homeland.

The wing immediately launched three single-engine Cessnas and engineered 17 aerial fire-spotting missions over the course of 61.5 hours and nearly eight days.

Wing pilots and observers hunted for new fires and reported their locations instantly to Oklahoma Forestry and Federal Emergency Management Association officials, including Lt. Col. Paul Spencer, manager of the state’s Emergency Operations Center and the Oklahoma Wing’s emergency services officer.

“They’re looking for anything that’s producing smoke. They’re going to check it out and give us an idea of what types of structures might be threatened and what kind of material the fire is burning in, which



Fire!

Maj. Don Foster, Oklahoma Wing

is really important for the firefighters because grass will burn real quick and wooded areas will burn a little slower,” Spencer said in the midst of December operations.

For Foster, his co-pilot/observer Capt. Bill Wierda and other wing members, a real satisfaction came from direct communication with emergency responders like Ron Goad of the Checotah Fire Department in East Oklahoma.

“Using CAP FM radios tuned to fire department frequencies, we would locate and report ‘hot spots’ that had flared up from previously burned areas along I-40 and report to Goad on the ground. We could hear and watch his crews moving to the locations we reported,” Foster said.

The veteran pilot said on his crew’s last day of flying, he and Wierda, both of the Muskogee Nighthawks Squadron, saw a fire in Southeast Oklahoma racing toward a home as a farmer on a tractor attempted to single-handedly douse the flames.

They radioed the state Emergency Operations Center and soon saw relief on the way.

“As we were landing to refuel at Ardmore, the tower asked me to land long to allow a quick takeoff of two tanker planes. They were headed to the fire area we had reported a short time before,” said Foster, who was

Flames and billowing smoke on Nov. 29, 2005, hide what Oklahoma CAP pilot Maj. Don Foster says is usually lush, green grasslands. Now, much of Oklahoma is black and gray due to the wildfires intensified by high winds and persistent drought.

piloting a CAP Cessna 172.

With fires flaring up again in January, Oklahoma Wing aircrews darted into the air again, raising mission flying time to 412 hours by Feb. 16. By this time more than 50 members had reported 127 fires and contributed over 1,150 volunteer manhours.

Meanwhile, a state away, on a day when many residents lit firecrackers at midnight to celebrate the arrival of the new year, Texas Wing members began assisting with the battle against natural fireworks — massive blazes that took hold of Central and North Texas.

Texas Saw Rain, Now Fire

In the wake of disaster relief missions conducted during the rain and storms of Hurricane Rita, Texas Wing members now saw fire racing across its farms and plains and, unfortunately, through homes as well.

“I could see flames shooting through the top of the house,” Capt. Frank Clawson said of a home he photographed while on a fire-spotting mission with pilot 1st Lt. James Glombowski.



“When we arrived, the house was not on fire and it appeared the fire had bypassed the house, but on our third or fourth revolution around the house, flames started shooting through the roof,” said Clawson, who was working with fellow Apollo Composite Squadron member Glombowski to locate and report fires to the Texas Department of Public Safety.

The fire the crew identified and photographed was one of more than 1,150 that ignited in Texas, where the latest situation report from the State Operations Center indicated the fires had burned in excess of 455,000 acres and destroyed at least 343 homes since Dec. 26. The blazes also killed four people, FEMA reported on its Web site.

In addition, aircrew members in Texas informed firefighters where fires were spreading and where firebreaks should be cut.

All in all, Texas Wing pilots and observers assisting with fire spotting and reporting logged more than 1,458 hours of

Flames engulf a home Jan. 2, 2006, as CAP pilot 1st Lt. James Glombowski and scanner/photographer Capt. Frank Clawson fly above Rosebud, Texas, about 80 miles northeast of Austin. The home, mostly unscathed when the crew first reached Rosebud, burst into flames as Glombowski and Clawson circled the area.

flight time during 493 sorties. More than 30 members took part in the operations each day in late December and January.

For the crews in Oklahoma and Texas, the missions challenged the members’ emotions as they watched their fellow townspeople often battle blazes at their very doorsteps. But the missions also fed the volunteers’ desire to serve and inspired them to give their best to help.

“It was sad for me to see somebody’s house burn down, but, overall, from a volunteer perspective, for us to be able to provide the needed eyes in the air for the folks who otherwise wouldn’t have the resources is not only helping the public but also makes me feel good, too,” Clawson said. ▲

“It was sad for me to see somebody lose their personal property and we saw the house burn down, but, overall, from a volunteer perspective, for us to be able to provide the needed eyes in the air for the folks that otherwise wouldn’t have the resources is not only helping the public but also makes me feel good, too.” — Capt. Frank Clawson

Search Mission Inspires Generous Gift

By Jennifer Kornegay

In August 2005 Alison Newton waited for news about her father, Patrick Goudey, a private pilot whose plane had disappeared and presumably gone down somewhere in the mountains of north Georgia. She didn't have to wait alone. For three days, during bad weather, over 100 people, including approximately 35 members of CAP's Georgia Wing, methodically searched for Goudey and his plane.

Those who weren't out actively searching gave Newton and her family support and strength. While the entire mission base buzzed with activity — including working with each pilot, organizing ground teams to search in vehicles and on foot and updating area maps — CAP members kept Newton and her family informed of each step in the process.

Three days after the search began, the plane was found. Newton's father did not survive the crash.

"I'm glad we could be of help during such a scary time," said Capt. Paige Joyner, the Georgia Wing's public affairs officer.

"Alison and her family came down to the base and sat there the whole time we searched," she said. "We kept the media away from them, and I know they appreciated that. It was good the family was at mission base, because they could see we were out working, and they knew everything we were doing."

To show her gratitude for CAP's efforts, Newton recently made a generous donation to CAP. She explained why she felt compelled to give: "The people at CAP came into my life at such a difficult time, and I spent about a day and a half with them. They worked so hard for me, for my family, for my father. I had never really experienced that kind of generosity. Then I realized they were all volunteers. The extent of their kindness was overwhelming. They didn't know my father, but, still, they did everything they could to find him."

Newton's gift, which honors her father and his passion for flight, will be used for scholarships to CAP flight academies. "My dad loved to fly," she said. "He learned to fly

Alison Newton's gift, which honors her father, Patrick Goudey's, passion for flying, will be used for scholarships to CAP flight academies.

later in life, and he never did anything in a small way. I think he would be pleased. Cadets can now learn to fly as a result of this gift, or, more appropriately, as a result of his love of flying."

The incident commander, Lt. Col. Paul Branson, explained how CAP conducted the search and rescue mission: "We had weather problems, so there wasn't a lot done the first day," he said. "I came in as incident commander on the second day. We set up the search operation in a hangar at Lawrenceville airport, and we were working off National Track Analysis Program radar data that narrowed the search area to within three miles of the airport."

Though the initial search was in that area, CAP members didn't find anything. But, thanks to coordination with a member thousands of miles away, the search team got some much-needed, new information.

"The Air Force Rescue Coordination Center passed



“The people at CAP came into my life at such a difficult time, and I spent about a day and a half with them. They worked so hard for me, for my family, for my father. I had never really experienced that kind of generosity. Then I realized they were all volunteers. The extent of their kindness was overwhelming. They didn’t know my father, but, still, they did everything they could to find him.” — Alison Newton

our radar data to a member in Boulder, Colo., who came up with a radar track that extended our search area another 10 miles,” said Branson. “We requested and received a helicopter from the Georgia State Patrol and put a CAP observer with the helicopter pilot. They went to the new NTAP location and looked down, and there was the crash site.”

“I can’t imagine how hard it must have been for her to wait for three days,” he said of Newton. “I checked on her as often as I could to inform her and her family of what we were doing. I know it was really tough on her, but she is a super girl.”

“They did so much,” said Newton. “My main motivation is to say thank you. I didn’t get to meet many of the volunteers and tell them in person.”

Her gratitude extends beyond the work CAP members did looking for her dad.

“I realized, due to CAP’s efforts, how important it is to give back, to do for others,” she said. “I owe them thanks for that too.”

Everyone at the Georgia Wing made a huge impression on Newton, but there were a few people in particular she will never forget.

“Paige Joyner, Lt. Col. Paul Branson and Capt. Jim Weed all had such an impact on me,” she said. “Those



Capt. Paige Joyner

three touched me, and I felt very protected, especially by Paige. She really did her best to help my family. It was hard sitting in that room at base. You watch others going in and out and hear planes, but you feel helpless. They all did such a good job of keeping us in the loop.”

Those trying days in Georgia forged a lasting relationship between Newton and Joyner. “I e-mail Paige still,” Newton said. “I was on a trip recently and saw something I would have immediately called my father to tell him. Then I realized I couldn’t, so I told Paige instead. I felt like she would understand and appreciate it, and she did.”

Newton won’t stop missing her father, but she also won’t stop thinking fondly of all those at CAP who helped her and her family, those she refers to as “heroes.”

“I hope my gift shows my appreciation. I tried to think of a way to say thank you to all of them. I want them to know they changed my life,” she said. “What they did was heroic, and it had a profound impact on me.” ▲

Former Civil Air Patrol Sub-Chaser Loved

By Vicki Terrinoni

FLYING

Although his stint as a World War II Civil Air Patrol sub-chaser was a short 90 days, Nathan “Bill” Morris loved the work he did and was very proud to be part of the war effort.

“He was a super patriot. He was 35 when the war started, and he worked for a defense company. When he found out about the sub-chasers, he was first in line,” said Annette Morris Lerner, Morris’ daughter.

Morris was 98 years old when he died on Dec. 29, 2005 and not once did he give up his love of flying. On his 98th birthday in July, he performed a perfect three-point landing, where all the wheels touch down at the same time. “He had the biggest grin on his face. His one true love was his airplane,” Lerner said.

Lerner recounted some of her

dad’s CAP memories in her 1993 book, *Nothing Is Impossible: The Adventures and Inventions of Nathan “Bill” Morris*.

When World War II began, Morris was working for American Instrument Co. in Silver Spring, Md., which became a defense plant. “The armed forces needed testing equipment that could simulate conditions in very cold climates or inside an airplane flying at a high altitude. Although simulation chambers for such testing had been developed by other companies, they were generally expensive and complicated to use,” said Lerner.

“Several years of experimenting led Bill to an important discovery that enabled him to perfect a testing chamber for military application,” she added. “He produced temperatures below minus 150 degrees F, a range never before attained in a simple testing chamber. His discovery enabled him to invent refrigeration chambers to test such devices as proximity fuses needed for anti-aircraft guns and high-altitude



Nathan “Bill” Morris sits in the cockpit of his “one true love,” his airplane. Morris, who died in December, renewed his pilot’s license in August at the age of 98.

aircraft. For his work, Bill was awarded commendations by both the U.S. Army and Navy.”

His efforts also kept him out of the war. He was too valuable to serve as a pilot, as he had hoped, according to Clayton Davis, who published an article on Morris in 1997.

“Although he would often work seven days a week, he thought he should be doing even more for the war effort. He joined the newly-formed CAP and persuaded his employers to allow him a 90-day leave of absence to go on active duty. He was given the rank of first lieutenant, furnished a uniform and put into a rigorous training program. Calisthenics, self-defense and aircraft and ship identification were prerequisites for active duty. When Bill first met with his unit near his home, the pilots would drill just as if they were enlisted soldiers,” Lerner said in her book.

Morris was stationed at Bader Field Base 1 in Atlantic City, N.J., flying a 50-mile grid of the Atlantic Ocean looking for German U-boats. A fellow sub-chaser from Atlantic City, Luverne Kraemer, said the planes would go out each morning at daybreak and escort freighters from Rehoboth Beach, Del., to New York City. The planes flew three or four sorties a day.

The CAP Coastal Patrol served the nation for nearly 18 months, recording 173 U-boat sightings and two sinkings. The aircrews dropped 83 bombs and depth

charges on the submarines during 86,865 missions, which totaled about 24 million miles.

Morris flew his own Stinson, outfitted with a 100-pound bomb.

“At that time there was a real fear the Germans might try to put spies ashore or bombard us by submarine or ship. If he spotted an enemy ship



or U-boat, his orders were to drop the single 100-pound depth charge carried between the wheels of the plane in the hope of damaging the enemy vessel, if not sinking it,” Lerner wrote.

Morris never had to drop his bomb, which caused another problem — landing the plane with a bomb strapped between the wheels. One bump and Morris and his plane would be blown to pieces.

Luckily for the world, that never happened. Morris, who continued inventing, held several patents in

the refrigeration and heating field. One of his inventions — the first incubator used by Dr. Jonas Salk in developing the polio vaccine — is significant to the entire world.

Morris was a charter member of the Aircraft Owners and Pilots Association and, according to the Federal Aviation Administration, he was one of the oldest pilots in the nation. He renewed his pilot’s license and took his last solo flight in August. After serving in CAP, Morris built Kentmorr, a private airfield and subdivision for other recreational fliers on Kent Island off the coast of Maryland.

“He lived a long life and did many, many things,” said Bill Meserole, a neighbor at Kentmorr.

“He was a pioneer. In those days very few people flew small planes for pleasure. He was never without an airplane until the very end,” Lerner said.

He was very proud of his CAP membership, just as the Civil Air Patrol is proud of Morris and all his fellow sub-chasers for the contributions they made to the nation,” said Lerner.

CAP National Commander Maj. Gen. Antonio J. Pineda said although he did not know Morris personally, he holds sub-chasers in high regard. “I’m glad they were around when they were, because they defended our country when it was in a crisis. They stepped up to the game, and they were the ones who created the CAP,” he said. ▲

Navy Master Diver Enjoys Flying High With CAP

By Lenore Vickrey

Douglas Roberson serves his country in two different worlds — in the ocean as a Navy diver and in the skies as a CAP pilot.

He's recovered wreckage from TWA Flight 800 off Long Island, N.Y., and flown medicine into flooded areas of the Gulf Coast after Hurricane Katrina.

When he's not diving as a senior chief boatswain's mate in the U.S. Navy, Capt. Roberson keeps busy as director of emergency services for CAP's Virginia Wing. Before his tenure as the Virginia Wing's director of emergency services, he started a new CAP squadron in Chesapeake, Va., and helped build it into one of the fastest growing squadrons in the state.

Roberson started in CAP as a cadet when he was 13 while living in Illinois in the mid-1970s. "It was something I really enjoyed, the encampments, the search and rescues, but then I got away from it," he said.

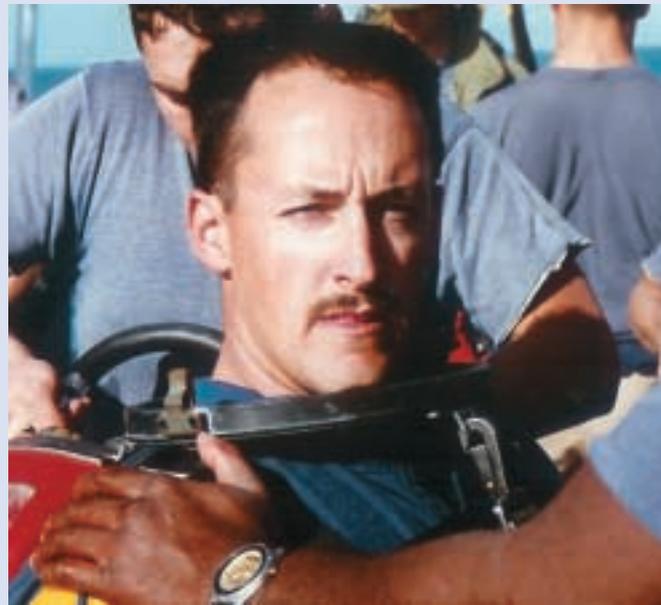
He enlisted in the Navy at age 18, working as a hospital corpsman and a surgical technical and diving medical technician on board ships before progressing to his current

rank. He has participated in some major diving operations in his career, including a three-month salvage operation recovering TWA Flight 800. The plane was en route from New York to Paris when it exploded July 17, 1996, off the coast of Long Island and plunged into the Atlantic Ocean, killing all 230 people aboard. Roberson was a chief petty officer diver for the mobile diving unit that used hand-held sonar devices to locate parts of the wreckage.

"Everyone has their own way of approaching these type things," he said, when asked how he felt about recovering the victims of Flight 800. "It was a job that needed to be done and we did it. We recovered about 97 percent of the wreckage and all the passengers."

Roberson was interviewed by The Discovery Channel for a documentary on the ill-fated flight, prompting his fellow divers to call him "Hollywood."

His other major dive was in



Douglas Roberson, a master diver with the U.S. Navy, participates in the salvage of a Navy F-14 Tomcat off San Diego, Calif., in 220 feet of water.



When he's not diving as a senior chief boatswain's mate in the U.S. Navy, Capt. Roberson keeps busy as director of emergency services for CAP's Virginia Wing.

Roberson enjoys serving his country in the air with CAP and in the sea as a Navy diver.

Haiti in 1997 as the master diver of a 14-man Navy dive team sent to recover victims from a ferry that sank in 130 feet of water when the overcrowded boat was just 100 feet from the shoreline. "We recovered 140 victims," he stated. "We completed approximately 45 dives, and the average age of the divers on that mission was about 20 years of age."

Roberson loves to work with young people and mentor them, and the Haiti mission was an opportunity to do that. "If you expect great things from them, they will deliver," he said.

He decided to try CAP again several years later while in San Diego, but things didn't work out. That all changed in 2000 when he met Maj. Joe Bateman of the Virginia Wing, who invited him to attend a meeting.

"I went to visit, and man, was it active! Cadets were everywhere, people were coming and going, it was

great," he said. Already a private pilot, Roberson quickly passed the Form 5 exam and soon immersed himself in cadet and wing activities.

"My first year I flew 165 hours and 20 missions," he said. Over the next three years he added his commercial certificate and instrument rating, as well as his flight instructor certificates. To date, he has flown 700 hours in support of CAP missions.

"I choose to fly a lot, and in so doing, I have the privilege to serve my community and serve my country. It's well worth it, the time and financial investment," he said.

The Virginia Wing is "in my opinion the best wing I've ever been in in my life," he added. "They reward your efforts and your volunteerism, and they give you opportunities to excel."

After being in CAP only one year, Roberson was named Emergency Services Officer of the Year. A year after that, he was asked to start a new squadron in Chesapeake, Va., which grew to 40 members within a year.

His most recent mission was during the aftermath of Hurricane Katrina. He was one of a handful pilots

who were rated in the Gippsland GA8 Airvan at the time who were asked to fly missions to the Gulf Coast. He flew 37 hours in one week to Baton Rouge, La., Houston, New Orleans, Panama City, Fla. and other locations, transporting Air Force personnel, medicines for hepatitis, vaccines and even photographers capturing images of the devastation and flooding.

"I got to meet some awesome CAP people down there," he said. "One man and his wife came to the CAP headquarters (to help) after his house had been destroyed. He had nothing."

Roberson clearly loves his CAP work and is proud his middle daughter is a CAP cadet and an Amelia Earhart awardee. He encourages fellow CAP members to reach out to others and fight the tendency to become "a little club" unto themselves.

"The key to membership growth is people! The best way to recruit them is be friendly and share with them what CAP does for the country and what it can do for them," he said. ▲

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Martin Alan Greenberg's book, *Citizens Defending America*, notes that Civil Air Patrol, like other World War II-era organizations in the U.S., actively recruited women and that 20 percent of CAP's volunteers were women when the war ended.

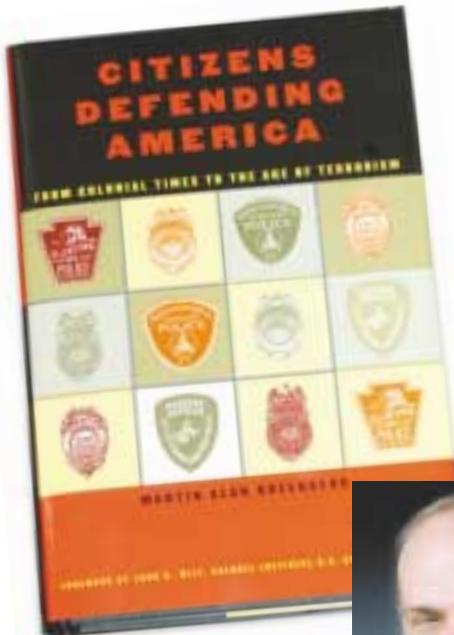
Bookish About CAP

Author highlights World War II sacrifice, sub-chasing, 9/11 service

As Greenberg carefully notes, submarine chasing, as seen in this classic rendering, was very dangerous work: "[Twenty-six] CAP pilots and observers lost their lives and seven sustained serious injuries. In all, 90 aircraft were lost during [those] 18 months."



CAP aircraft flew over the site of the World Trade Center attack on Sept. 12, 2001, at the request of New York Gov. George E. Pataki, who asked CAP to take high-resolution photographs, like this one, for analysis by the Graphic Information Program of the New York State Emergency Management Office.



Martin Alan Greenberg

More and more, CAP's Everyday Heroes' "Missions for America" are featured in news stories and on television stations across the nation. Now, the publicity includes a new book about America's historic and current citizen defense volunteer groups.

Citizens Defending America, written by criminal justice professor Martin Alan Greenberg and published in 2005 by the University of Pittsburgh Press, describes CAP's beginnings, its World War II initiation into civil defense, its significance in the aftermath of Sept. 11 and much more.

In a phone interview from his office at Point Park University in Pittsburgh, Penn., Greenberg, who is a strong advocate of volunteerism, said he wrote the book, in part, to inspire readers to join and support organizations like CAP.

"I hope the book will educate the public about current opportunities, because unless you make a conscientious effort to visit certain government Web sites, it's just not that readily available," Greenberg said of information on the value and significance of volunteerism.

Aerial Reconnaissance After 9/11

Details about CAP's search and rescue missions, including aerial reconnaissance following the terrorist attacks in New York City on Sept. 11, 2001, help bring home that message.

The "services of the Civil Air Patrol were ... vital in the days following September 11," wrote Greenberg, who tells how CAP "provided the first direct aerial photos of the World Trade Center disaster site."

Noting that CAP's flights were authorized by the Federal Emergency Management Agency Regional Command Center, the Federal Aviation Administration and the U.S. Air Force, Greenberg said CAP volunteers assisted in transporting blood and medical supplies, monitoring airspace at many airports and providing communications support to state and local agencies.

In careful detail, the author placed CAP's 9/11 support in the context of the organization's birth and the tragic fate of its earliest members.

The Ultimate Sacrifice

Greenberg also provided critical details about CAP's first patrols, which launched from Atlantic City, N.J.; Rehoboth Beach, Del.; and Lantana, Fla.

He vividly reminded readers of World War II — when CAP aircraft carried bombs and depth charges

and directly confronted German U-boats. Greenberg wrote that during anti-submarine patrols alone, "[26] CAP pilots and observers lost their lives and seven sustained serious injuries. In all, 90 aircraft were lost during [those] 18 months."

According to Greenberg, during World War II CAP missions also consisted of target towing, acting as a courier service for the Army and providing liaison and cargo flights between defense plants. CAP aircraft also took part in search and rescue missions and conducted Mexican border patrols in the southern U.S.

In emphasizing CAP's role in past and present American history, the book touched on essentially all relevant events in CAP's development. Yet, the author went a step further in many ways.

Women Always Important

For example, the book highlighted CAP's emphasis on recruiting female members. In fact, in the book's very first chapter, the author wrote that CAP "actively recruited



A CAP plane patrols above a tanker in 1942. Greenberg mentions several CAP's missions, including patrols, during World War II. The author writes that "CAP members became known as the 'minutemen' of World War II, performing many missions involving coastal patrol to search for enemy submarines and saving hundreds of crash victims."

women" and noted that at the end of World War II, about one-fifth of CAP members were indeed women.

In addition, CAP's organizational structure, including its headquarters at Maxwell Air Force Base in Montgomery, Ala., and its representation in all 50 states, the District of Columbia and Puerto Rico are thoroughly explained.

A Star For SAR

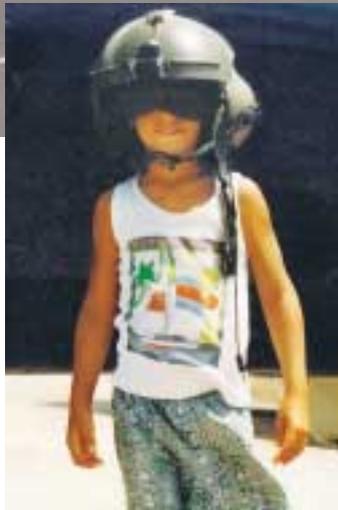
Of all the volunteer organizations Greenberg wrote about, the author readily acknowledged that CAP is special.

"There's no question," he said, "especially in regard to search and rescue and the communication work that is associated with it, I felt CAP was very prominent and that other groups weren't really doing that on a volunteer basis." ▲



Above, Cadet Lt. Col. Jose Rafols strikes a familiar pose.

As a youngster, Rafols loved airplanes.



Puerto Rico Cadet Earns Pilot's License

By Lenore Vickrey

As a youngster growing up in Puerto Rico, Cadet Lt. Col. Jose Ariel Rafols was fascinated with airplanes.

It wasn't unusual to see him looking up at the sky, scanning the heavens for passing airplanes, remembers his father, Jose Rafols. As a 3-year-old he would climb up in the family boat when it was not in the water and take out every nut and bolt he could get his hands on. "He would say he was working on an airplane!" said his dad.

One of the first words he could speak was "triangle," followed shortly by "avion." He started flying simulators at age 10 and spent hours playing and downloading new planes, his dad said. His room is full of model airplanes he has built and painted.

A passion for airplanes and flying has followed the young Rafols throughout his childhood and teenage years, culminating in June 2005 when he earned his pilot's license. At 19, he is the first cadet to earn his pilot's license in the Puerto Rico Wing's Aguadilla Cadet Squadron. He is also the only cadet in the last 10 years to earn his CAP pilot rating in the Puerto Rico Wing.

This achievement is just the latest one for a cadet who "always tries to excel in everything he does," according to his squadron commander, 1st Lt. Daniel Ortega. "When you saw him you knew he wasn't like the other cadets. He was one of the few who, when an airplane would pass, he could tell what it was by the sound. Or some-

times he would just look at it one time and say the company and type of plane, like, “That’s an American Airlines Boeing 747.’ ”

Rafols first learned about CAP in 1999 from a friend, but he didn’t learn more until February 2001 when, at age 14, he saw a poster on a bulletin board promoting CAP and some of its benefits. “The one that caught my attention the most was the one about flying,” he said. He called the number listed, visited the unit and quickly got involved. He’d already decided Boy Scouts didn’t have enough action to keep him interested, and CAP was the place to be.

“I volunteered for everything, even if I didn’t know much about it,” he said, reasoning that “you shouldn’t take for granted an opportunity to learn something new.”

He was very active in his unit, going from being “an average basic cadet who doesn’t know how to do a correct about-face,” to being a flight sergeant, flight commander, first sergeant, aerospace education officer, operations officer, deputy commander and cadet commander. He has attended Aviation Challenge, Puerto Rico Wing Summer Camp, Puerto Rico Wing Ground Search and Rescue School, National Blue Beret and International Air Cadet Exchange (Belgium). He was named Puerto Rico Wing Cadet of the Year and was the recipient of a Commander’s Commendation Award in 2004 and a Meritorious Service Award for 2001-2005.

He began flight lessons at Rafael Hernandez Airport in Aguadilla (formerly known as Ramey Air Force Base) about the same time he joined CAP. He started flying in May 2003 in a Cessna 150 with his certified flight instructor who also flew for Federal Express. Since then, he’s been through four different instructors to earn his license.

He paid for lessons by mowing lawns, and then, when he was old enough, he worked at the airport as a ramp agent while in high school. “The most challenging part in earning my private pilot’s license was having the time to study for my flying, working and keeping my grades up all at the same time,” he said.



Rafols was the first to earn his pilot’s license in the Aguadilla Cadet Squadron.

Rafols took ground school training with a self-study DVD course, because he did not have the money or the time to take a group course in the flight school. “I earned my CAP pilot rating in December 2005 and surprised many people who told me I would never be allowed to fly a CAP airplane as a cadet.”

He is currently studying for a bachelor’s degree in aviation management at the Interamerican University of Puerto Rico where he has a 3.61 GPA, works as a dispatcher at the airport and is studying for his commercial pilot’s license. His goal: to get his degree and join the Coast Guard as an officer and helicopter pilot flying search and rescue missions.

Rafols is and will be an example for future CAP cadets to follow, said Ortega. One of them, Cadet 2nd Lt. Abdiel Aponte, has been in CAP three years with Jose and is proud to call him his friend. “He’s really responsible and really giving in the job,” Aponte said. From the first time I set eyes on him, I have followed his example.”

Ortega anticipates even more cadets to follow in Rafols’ footsteps by earning their pilot’s license in the future. “Maybe next time it will be called the Aguadilla Pilot Squadron,” he said. ▲

Just Say **NO**

MIDDLE SCHOOL DDR PROGRAM HELPS FIGHT WAR ON DRUGS

By Jennifer Kornegay

“The principal said he definitely wanted the program, but they couldn’t afford to have the class as part of my duty assignment. I told them I didn’t care. I wanted this program at our school, and I would teach it during my planning/conference time. Seeing what it does for these kids is payment enough.”

— *Capt. Brainard Harris, CAP instructor, Rampello Downtown Partnership School, Tampa, Fla.*

The Aspira South Cadet Squadron at the Aspira South Leadership School in Homestead, Fla., with their squadron commander Capt. Virginia Knudsen, far right, are photographed on a trip to the Fort Lauderdale Science Discovery Museum.

In Florida, fighting the battle against drugs in schools now has a new, very effective, weapon – Civil Air Patrol.

“There are now 20 middle schools in Florida with CAP cadet squadrons on campus, and they are all doing a great job when it comes to drug demand reduction,” said Col. David Mikelson, special advisor to the CAP national commander for DDR and CAP school programs. “CAP brings a discipline the teachers can’t. We get the kids in uniform and give them promotions. The peer pressure to succeed is strong, and it is positive peer pressure.”

The cadet squadrons at these schools are elective classes taken during regular school hours. In addition to DDR, the classes incorporate aerospace education, character building and physical fitness. “Essentially, it is the standard CAP cadet program, but it is modified a bit for school,” said Mikelson.

“If you don’t get kids in middle school into something positive, by high school they will find something negative to do, be it drugs, gangs, etc.,” said Capt. Brainard Harris, chaplain of the Florida Wing’s Rampello Downtown School Cadet Squadron and CAP



instructor at Rampello Downtown Partnership School in Tampa, Fla. "A number of our students have emotional or learning disabilities, so they are more prone to get involved with drugs. But through CAP, we teach them leadership and respect, and I have been given latitude as a CAP chaplain to conduct character development lessons that we might not be able to offer otherwise."

"When I was asked to teach there, I said I would only come if I could start a CAP cadet program during school," said Harris, who had launched a successful in-school cadet squadron at another middle school. The principal said he definitely wanted the program, but they couldn't afford to have the class as part of my duty assignment. I told them I didn't care. I wanted this program at our school, and I would teach it during my planning/conference time. Seeing what it does for these kids is payment enough."

Harris' enthusiasm for CAP is catching on. The principal is now the squadron commander. "He has completely bought into the program, too," said Harris.

Harris explained why the program is so important. "Rampello is a magnet school, but it is also an inner-city school, so a large portion of the students are low income and minorities and statistically more apt to exhibit negative behaviors, including drug use. Offering a positive, fun alternative at school makes it easier for them to get involved and stay involved," he said.

The Rampello squadron furthers CAP's DDR mission through a variety of activities, including Red Ribbon Week when the cadets wear red ribbons and pledge to say no to drugs.

Aspira South Leadership School, located in an economically challenged section of Homestead, Fla., also offers CAP as an in-school elective, and the results have been dramatic.

"This is our second year offering the cadet program

as an elective class," said Capt. Virginia Knudsen, squadron commander, "and we've seen participation go way up. Within the first year a third of our students chose it as an elective."

Knudsen noted that her students are benefiting from the structure CAP provides, something so many middle school-aged students want, whether they admit it or not.

"It is truly an awesome program," she said. "It really touches kids at the right age. You have to get them before they start thinking about experimenting with drugs."

Aspira conducts DDR sessions twice a month, where Knudsen and others discuss current issues, peer pressure, the consequences of using drugs and drug prevention strategies.

"We use the military system of chain of command and discipline, and parents like the order. They like what they see at home because of it," she said.

"It also helps that the cadet squadron isn't recruiting kids into the military, but it is encouraging them to stay on track with their education and reach for their dreams," she added. "We talk a lot about how drugs can interrupt their timeline and sabotage their future. Parents like that. They want the support at school that backs up their hopes and dreams for their kids."

As the war on drugs continues across the U.S., the CAP cadet program will continue its work as well, instilling in young Americans the character, motivation and skills to reach for the stars, instead of reaching for drugs. ▲



Col. David Mikelson is special advisor to the CAP national commander for drug demand reduction and the CAP school programs.

"We talk a lot about how drugs can interrupt their timeline and sabotage their future. Parents like that. They want the support at school that backs up their hopes and dreams for their kids." — Capt. Virginia Knudsen

Cadet Earns Spaatz Award

At Age 13!

by Lenore Vickrey



Victoria Joye is one of the youngest cadets ever presented the Gen. Carl A. Spaatz Award, the highest honor for CAP cadets.



It didn't take the Georgia Wing's Victoria Joye long to realize she wanted to be involved in flying.

On her first CAP cadet orientation ride with her wing commander, Col. Don Greene, Victoria Joye savored the short flight in a Cessna 171 out of the Griffin, Ga., airport. Her reaction after they landed was prophetic: "I was born to fly!"

Joye is well on her way to aviation success, having won the Gen. Carl A. Spaatz Award, the highest honor for CAP cadets, at the young age of 13. She is one of the youngest cadets ever to earn the award.

Only two cadets in 1,000 ever earn the Spaatz award, which is named in honor of Carl "Tooe" Spaatz, the first chief of staff of the U.S. Air Force. "I felt really proud," said Joye, who took the rigorous exam in 2005. "I knew when I pressed the send button that I had passed. It was a feeling of bliss!"

"I'm always happy when a cadet achieves the Spaatz award," said Stephen Austen, president of The Spaatz Association, a nonprofit organization of past and present CAP cadets who've earned the award. "This was a remarkable and noteworthy accomplishment."

Previously, Joye had successfully completed a physical fitness test and written an essay testing her moral reasoning — both requirements for the Spaatz award.

It was the latest achievement for Joye, who began her involvement with CAP in the Georgia Wing in 2001 when she was 10 1/2 years old (cadets must now be at least 12). "Victoria came in under the old rule," said Greene. "She was a real quiet girl but a really good listen-

er. She is highly intelligent. She was chairman of the Cadet Advisory Council. When everything was said, she'd make a comment and always had really good ideas and suggestions, indicating she would be a good leader."

And lead she did. She learned how to present in front of a group, prepare classes and was a squadron commander at the Georgia Wing Encampment. While at the encampment, "I took a female flight that was flat on its back and it became an honor flight," she said.

One thing that makes her especially proud is witnessing the progress made by a shy 12-year-old cadet in the Georgia Wing who had been having difficulty testing. "I'd been working and mentoring him for about eight to nine months," she said. "He really made a turnaround. It was a rewarding thing for me to see him succeed. He's going for senior master sergeant, and he should be a Mitchell (award winner) within four to six months."

Joye and her family recently moved to Texas where she is a ninth-grader at Summit High School in Mansfield. She's actively involved with the Texas Wing's South Fort Worth Composite Squadron, putting into practice many of the leadership skills she learned in Georgia.

While preparing for her Spaatz exams, she got a lot of support from her family. She received encouragement and discipline from her father, retired U.S. Army Lt. Col. Rodney Joye, who was her "motivator." And her brother, a Spaatz recipient himself, Cadet Col. Rodney Joye, was a big help as well. "He showed me the ropes and showed me what I could do better," she said. ▲



Sr. Mbr. Charlene Smith, National Headquarters

Program Helps Curricula Soar

a Civil Air Patrol program that unites educators and pilots is taking off. In its first official year after three years of testing, Fly A Teacher will introduce teachers in seven states to flight in Cessna aircraft in 2006.

More than 200 teachers who got the chance to fly with CAP senior members during the program's testing phase all agree the program inspires imaginative lesson plans on space and aviation technology.

Carol Gibbs, one of 18 teachers at Langston Aerospace and Environmental Studies Magnet School in Hot Springs, Ark., who participated in the introductory flight program, said the flights helped her express the joy of aviation to her pre-kindergarten students.

None had ever flown. But after seeing video Gibbs taped and photographs she took on her flights with Arkansas Wing pilot Lt. Col. John Pauly, a new world dawned for her 4- and 5-year-old students.

"We shot specific landmarks because these kids will never probably have a chance to fly, at least not in their

Above: Educators Lesley Chapmond, back seat, and Carol Gibbs prepare to fly in a CAP aircraft piloted by Lt. Col. John Pauly in August at Memorial Field Airport in Hot Springs, Ark. Chapmond and Gibbs were among 18 teachers from Langston Aerospace and Environmental Studies Magnet School in Hot Springs who participated in CAP's Fly A Teacher orientation flights.

early youth, and this was one way for them to get a view they could imagine," Gibbs said.

On her flight with Pauly and fellow teacher Lesley Chapmond, Pauly allowed Gibbs to turn the CAP Cessna 182, and the teachers videotaped their school as they circled above.

"The students loved it. They could not believe it," Gibbs said.

"At first they weren't understanding. They asked, 'How did you get (tape) the ground,' and I told them it was kind of like looking through the eyes of a bird," a comparison the youths understood.

One of Gibbs' favorite inspirations from the flights was building a simulator. She arranged chairs in front of her video player, let the children wear headphones to

simulate flight headgear and worked with the students to create a steering wheel out of toys.



Lt. Col. John Pauly



Charlene Smith

“They pretended they were flying while they watched the video. The kids took turns banking left and right and moving the steering wheel front and back,” she said.

Also, Gibbs used a black-and-white design of the Cessna to explain technical aspects of flying, like how the airplane’s flaps slow the craft. Despite the age of her students, the concepts sunk in.

“I compared it to how a bird flaps its wings. I said there is a motor in a car that makes a car run and there is one in a plane too, and there are these ailerons on a wing that help you go up and down,” she said.

Gibbs might not have flown, nor might her children

have soared vicariously, if an inquisitive educator had not found CAP during a journey of her own.

Discovering Fly A Teacher

Charlene Smith, the school’s magnet coordinator, first learned about Fly A Teacher while surfing the Internet.

Her discovery led her to recruit the Aerospace Education Members at her school into the program, which introduced the faculty to flight and provided them with aviation-related lesson plans and activities every month.

For Smith, the Fly A Teacher flights provided a rare opportunity to savor aerial views of her hometown.

“When we were flying, the lakes were just gorgeous. And all the trees and the mountains, the greenery below you and of course the city, it’s really beautiful from the air,” she said.

She said seeing the ailerons and flaps on the wings move as Pauly manipulated the controls was fascinating, too.

“In a larger airplane, you don’t know what’s going on. But in the smaller airplane, we had a tremendous view,” Smith said. ▲

INTERESTED IN BEING AN AEM?

To become an Aerospace Education Member and take advantage of program opportunities like the CAP Fly A Teacher program and much more, visit www.cap.gov/ae.

For Fly A Teacher information and questions, contact
Claudine Edelblute at edelblutec@si.edu

Educators who are interested in becoming a Fly A Teacher point of contact or who already are a POC will receive a CAP Fly A Teacher Handbook upon request by spring 2006.



ARCHER Systems Deployed

By Vicki Terrinoni

CAP leaders are very enthusiastic about the installation of the new ARCHER system in four Gippsland GA8 Airvans.

“As of January 2006 we’ve accepted four systems and we expect to accept the remaining 13 systems in the next few months,” said Col. Drew Alexa, head of CAP’s Advanced Technologies Group and ARCHER program manager.

CAP has purchased 17 of the Airborne Real-time Cueing Hyperspectral Enhanced Reconnaissance (ARCHER) systems, which allow an operator to program the spectral signature of an object into an onboard computer and then use a sensitive hyperspectral imaging camera to locate the object on the ground. Of the 17 systems purchased, 16 will be operational while one will be on reserve as a spare, Alexa said.

According to Alexa, the main purpose of the system is for search and rescue. But it has several other mission uses. “When we first looked at it, it was intended for search and rescue, but the technology has matured since then and there are a lot more things we can do

with it,” he said.

1st Lt. Joseph Owens, front, learns the ins and outs of the Airborne Real-time Cueing Hyperspectral Enhanced Reconnaissance (ARCHER) system along with his classmates, Chaplain (Capt.) Milton Maughan, center, and Capt. John Kirkland, all of the Utah Wing. They attended a course for ARCHER operators in January at CAP National Headquarters in Montgomery, Ala.

with it,” he said.

ARCHER has already been used by the Army Corps of Engineers for damage assessment following Hurricane Katrina. It has also been used by the Department of Defense to provide support for classified programs. Homeland security and counterdrug operations will also benefit from the system’s use.

“It seems the more we work with it, the more things we discover we can do with it. It’s an amazing cutting-edge technology,” Alexa said.

CAP leadership is strategically placing the GA8 Airvans with ARCHER systems around the nation where CAP has the infrastructure to support the airvan and enough highly qualified ARCHER candidates, according to John Salvador, director of Operations at National Headquarters. The first four units are in New Mexico, Texas, South Florida and Alabama. Additional locations chosen include Colorado, Utah, Wisconsin, Minnesota, Mississippi, California, Alaska, Pennsylvania and Virginia.

Training competent and qualified operators is also a

“Fielding and deploying our country’s first large-scale operational hyperspectral imaging capability has demonstrated CAP’s pioneering spirit and resolve to better serve our nation with ‘Missions for America.’ ” — Col. Drew Alexa, head of CAP’s Advanced Technologies Group

critical part of the complicated process to get the ARCHER program up and running. Salvador said to date about 70 CAP members have successfully completed ARCHER training. A contractor is training six CAP students per class in a course specifically developed for CAP, Alexa said. To be qualified as ARCHER operators, members must pass an online course, be screened by their commander and wing commander, be interviewed by Alexa and then successfully complete an intensive

four-day training course. Salvador said most operators have an extensive background in computers and/or engineering. Some of the operators are also pilots, but they understand their ARCHER qualification is more important to the organization than their pilot skills.

As the system comes into use, Alexa said interest by the Department of Defense is increasing. “There is a great interest by DoD and other government agencies as we deploy more and more of these systems across the country,” he said.

“Fielding and deploying our country’s first large-scale operational hyperspectral imaging capability has demonstrated CAP’s pioneering spirit and resolve to better serve our nation with ‘Missions for America.’ It’s a very exciting time for CAP,” Alexa said. ▲

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Board of Governors Welcomes Three New Members



Col. Larry Kauffman



Air Force
Maj. Gen. M. Scott Mayes



Retired Air Force
Maj. Gen. John Speigel

By Vicki Terrinoni

The CAP Board of Governors recently seated three new members. Col. Larry Kauffman, CAP chief of staff, joined the board in November, while Air Force Maj. Gen. M. Scott Mayes, commander of the 1st Air Force and Continental U.S. North American Aerospace Defense Command Region, and Maj. Gen. John Speigel, who is retired from the Air Force, joined the board in December.

Kauffman will serve on the BoG until August when a new national vice commander is selected. As chief of staff and third in charge, he automatically filled the seat when former vice commander Brig. Gen. Rex Glasgow resigned.

Kauffman said he is very proud to have been a part of the CAP constitutional reorganization in 1993 that gave full autonomy and power back to the National Board. He also published the first budget ever given to the board members. As a CAP member, he has served as Pennsylvania Wing commander, former national comptroller and national finance officer for two terms. He is currently serving his third consecutive term as chief of staff.

Mayes and Speigel were both appointed by Secretary of the Air Force Michael Wynne. As commander of 1st Air Force, Mayes said he has a stake in the well-being of CAP. Though he is not a CAP member, he worked closely with CAP as commander of the Air Guard at Montgomery's Dannelly Field.

“At 1st Air Force, besides the air sovereignty mission, we are responsible for the full spectrum of air component support to U.S. Northern Command. CAP provides cost-effective imagery, search and rescue, target support and other capabilities critical to our mission. I could not be any more pleased to be on the board and an advocate of the CAP,” he said.

For Speigel, who works with Booz Allen Hamilton Inc., a global strategy and technology consulting firm, having a seat on the BoG is a natural progression. The former commander of the Air Force Officer Accession and Training Schools at Maxwell Air Force Base served on the original BoG when he was on active duty. His background also includes positions with the Reserve Officer Training Corps, Junior Reserve Officer Training Corps and aerospace education programs.

Through those experiences, Speigel said, “I see the value and use of CAP in the education and orientation of students about the Air Force.”

The BoG governs the affairs of CAP and makes decisions regarding long-term policy, allocation of Air Force-appropriated and CAP funds, amending CAP's constitution and by-laws and administration and oversight of the Inspector General program. Day-to-day operations are handled by the CAP National Board, the CAP National Executive Committee and the National Headquarters staff. ▲

Active Duty: Middle East

CAP pays homage to deployed members

CAP salutes 164 members representing 35 wings across the nation who are deployed to the Middle East in support of Operation Iraqi Freedom or Operation Enduring Freedom.*

ALASKA WING



Chief Master Sgt. Duane Beland, Air National Guard, Eielson Composite Squadron, deployed to Afghanistan.

Staff Sgt. Jason Bobo, Air Force, 17th Composite Squadron, deployed to Iraq.

Duane Dreon, Army, Fairbanks Composite Squadron, deployed to undisclosed location.

Lt. Col. John Hartke, Air Force, Birchwood Composite Squadron, deployed to Djibouti, Africa.

Derek Lehr, Army, Fairbanks Composite Squadron, deployed to Iraq.

Staff Sgt. Eric Mead, Air National Guard, Kodiak Composite Squadron, deployed to Iraq.

Master Sgt. Michael O'Keefe, Air Force, Alaska Wing, deployed to Uzbekistan and Iraq.

Jessup Olson, Air Force, Fairbanks Composite Squadron, deployed to Afghanistan.

Jeremy Pennington, Air Force, Fairbanks Composite Squadron, deployed to Iraq.

Tech. Sgt. Niihau Ramsey, Air Force, Alaska Wing, deployed to Qatar.

Master Sgt. Milton Touissain, Air Force, 17th Composite Squadron, deployed to Pakistan.

ARKANSAS WING



Capt. Matt Anderson, National Guard, Arkansas Wing, deployed to Iraq.

Cmdr. Scott Burleson, Navy, 107th Composite Squadron, deployed to Iraq.

Capt. Jean-Andre Parmiter, Air Force, 42nd Composite Squadron, deployed to Kyrgyzstan.

CALIFORNIA WING



Senior Airman Christina Matthews, Air National Guard, John J. Montgomery Cadet Squadron, deployed to Afghanistan.

Sgt. Scott Matthews, Army National Guard, John J. Montgomery Cadet Squadron, deployed to Afghanistan.

CONNECTICUT WING

Airman Dexter Velasquez, Navy, 399th Composite Squadron, deployed to the Middle East.



DELAWARE WING

Tech. Sgt. Matthew Kimbler, Air Force Reserves, Sussex Composite Squadron, deployed to Iraq.



Chief Warrant Officer 5 Robert Young, Army, Sussex Composite Squadron, deployed to Kuwait and Iraq. He was injured on duty.

FLORIDA WING

1st Lt. Marvin Chase, Army, Florida Wing Headquarters, deployed to Iraq.



GEORGIA WING



Capt. Philip G. Malone, Air Force, Middle Georgia Composite Squadron, deployed to the Middle East.

HAWAII WING



Capt. Steve Snelson, Air Force, 66th Composite Squadron, deployed to Iraq.

IDAHO WING



Spc. 4 Jason Whitworth, Army National Guard, Pocatello Composite Squadron, deployed to Iraq.

Pfc. Nate Benson, Army, Nampa Composite Squadron, deployed to Iraq.

ILLINOIS WING



Civilian engineer Franklin Alexander, Palwaukee Composite Squadron, deployed to Iraq.

IOWA WING



Staff Sgt. John Bruegger, Army National Guard, Burlington Composite Squadron, deployed to Iraq.

Spc. Lisa Bruegger, Army National Guard, Burlington Composite Squadron, deployed to Iraq.

Sgt. 1st Class Patrick Stark, Army, Cedar Rapids Senior Squadron, deployed to Iraq.

Capt. Richard Griffith of the Mississippi Wing stands in the doorway of the bombed out boathouse that belonged to Saddam Hussein. The boathouse was the first building bombed in Baghdad at the beginning of Operation Iraqi Freedom.



KANSAS WING



Chief Warrant Officer 3 Barton McPeak, Army, Shawnee Mission Senior Squadron, deployed to Afghanistan.

Civilian contractor Shirley Rodriguez, Topeka Eagle Composite Squadron, deployed to Iraq.

KENTUCKY WING



Civilian Robert Hill, Campbell County Composite Squadron, deployed to Iraq.

Col. James Karas, Army Reserve, Louisville Composite Squadron, deployed to Qatar.

Capt. Mark Lynsky, Army, Fort Campbell Composite Squadron, deployed to Iraq.

Warrant Officer 2 Carter A. Rickert, Army, Fort Campbell Composite Squadron, deployed to Iraq.

Spc. Eric Seiberling, Army, Fort Campbell Composite Squadron, deployed to Iraq.

Sgt. Alfred Smith II, Army, London Composite Squadron, deployed to Iraq, Djibouti and Uzbekistan.

Lt. Col. William Smith, Army Reserve, Fulton County Composite Squadron, deployed to Iraq.

MARYLAND WING



Sgt. Gamaliel Burgos-Rosada, Army National Guard, Mount Airy Composite Squadron, deployed to Iraq.

Capt. Mike Colina, Air Force, Maryland Legislative Squadron, deployed to Afghanistan.

Master Sgt. Pete Maras, Air National Guard, Glenn L Martin Squadron, deployed to Qatar.

Pfc. Hugh McCall, Army National Guard, Carroll Composite Squadron, deployed to Iraq.

Capt. Charles Niblack, Army National Guard, Easton Composite Squadron, deployed to Afghanistan.

Spc. David Thompson, Army National Guard, Bethesda-Chevy Chase Composite Squadron, deployed to Iraq.

Senior Airman Jacob Weiser, Air National Guard, Bethesda-Chevy Chase Composite Squadron, deployed to Qatar.

MASSACHUSETTS WING

Brad Savage, Brockton Composite Squadron, deployed to Iraq.



MICHIGAN WING

Master Sgt. John Buursma, Air National Guard, Grand Rapids Senior Squadron, deployed to Afghanistan.



Master Sgt. Bill Craig, Air Force Reserves, Livingston Composite Squadron, deployed to Kuwait and Qatar.

Master Sgt. Ken Glidden, Air National Guard, Kellogg Field Senior

Squadron, deployed to Kuwait.

Staff Sgt. Jo Ellen Harris, Army Reserve, Sixgate Composite Squadron, deployed to a classified site.

Master Sgt. Johnnie White, Air Force Reserves, Van Dyke Cadet Squadron, deployed to Iraq.

MINNESOTA WING



Tech. Sgt. Jason Tanski, Air National Guard, Duluth Composite Squadron, deployed to Iraq.

MISSISSIPPI WING



Master Sgt. Sam Clatterbuck, Air National Guard, G.V. Montgomery Composite Squadron, deployed to Guam.

Staff Sgt. John Freeman, Air National Guard, Pine Belt Composite Squadron, deployed to an undisclosed location.

Air Force Capt. Richard Griffith, Mississippi Wing, deployed to Iraq.

Cpl. Eric Hudzinski, Marines, Steve Launius Composite Squadron, deployed to an undisclosed location.

Maj. Chuck Kowelski, Air Force, deployed to an undisclosed location.

John Duke Parrett, Golden Triangle Composite Squadron, deployed to Iraq.



Tracy Birkett, left, of the Missouri Wing's Pegasus Composite Squadron, stands with his mapping and imagery team serving in Iraq. Birkett was deployed as a civilian with the Department of Defense because of his customized mapping and imagery skills.

Lt. Col. Dennis Pearson, Air Force, Leavenworth County Composite Squadron, deployed to an undisclosed location.

Petty Officer 3rd Class Justin Perry, Navy, Maj. James McKinnie Composite Squadron, deployed to an undisclosed location.

MISSOURI WING



Civilian Tracy Birkett, Department of Defense, Pegasus Composite Squadron, deployed to Iraq.

NATIONAL CAPITAL WING



Civilian Craig Griffith, Department of the Army, National Capital Wing, deployed to Iraq.

Sgt. First Class Jeffrey Morris, Army, Mount Vernon Composite Squadron, deployed to Iraq.

NEBRASKA WING



Civilian Albert Williamson, Omaha Composite Squadron, deployed to Afghanistan.

NEVADA WING



Civilian Jim Anderson, Douglas County Composite Squadron, deployed to the Republic of Georgia.

Warrant Officer 1 Tessa Bagley, Army, Silver Eagle Squadron, deployed to Iraq.

Staff Sgt. Keri Henderson, Air Force, Nellis Cadet Squadron, deployed to Iraq.

NEW JERSEY WING



Staff Sgt. Carmine Androsiglio III, Air Force, Group 221, deployed to Iraq.

Equipment Operator 2 Andrew Gamble, Navy, Walter M. Schirra, Jr. Composite Squadron, deployed to Kuwait.

Construction Mechanic 2 Guy Green, Navy, Walter M. Schirra, Jr. Composite Squadron, deployed to Iraq.

Master Sgt. Daniel McHugh, Air National Guard, Air Victory Squadron, deployed to Kuwait, Afghanistan and Iraq.

Tech. Sgt. Tammy Miller, Air Force, McGuire Composite Squadron, deployed to Iraq.

Staff Sgt. Paul Stengele, Air National Guard, Bayshore Composite Squadron, deployed to Guantanamo Bay, Cuba.

NEW YORK WING



Pfc. Alec Martin, Army, Vedder Composite Squadron, deployed to Iraq.

NORTH CAROLINA WING



Cpl. William Alsobrook, Army National Guard, Chapel Hill Composite Squadron, deployed to Iraq.

Lt. Col. Jayson Altieri, Army, Fayetteville Composite Squadron, deployed

to Iraq and Afghanistan.

Capt. Joshua Bauer, Army, Fayetteville Composite Squadron, deployed to Iraq.

Sgt. Sankey Blanton, Army National Guard, Group 2, deployed to Afghanistan.

Staff Sgt. Tara Borton, Air Force, Fayetteville Composite Squadron, deployed to Pakistan and Kyrgyzstan.

Sgt. 1st Class Joe Cosgriff, Army, Apex Cadet Squadron, deployed to Iraq.

Matt DeMars, Marines, Tar River Composite Squadron, deployed to Iraq.

Capt. Kevin Fromm, Army, Fayetteville Composite Squadron, deployed to Iraq.

2nd Lt. Stephen Gamm, Army, Shelby Composite Squadron, was injured in action in Iraq and is awaiting return to action.

Staff Sgt. Mark Henderson, Army, Fayetteville Composite Squadron, deployed to Afghanistan.

1st Lt. Kevin Hinton, Army National Guard, Cape Fear Composite Squadron, deployed to Iraq.

Sgt. Matthew Lopresti, Army, Wing, deployed to Iraq.

Sgt. Nathan McKethan, Army National Guard, Central Composite Squadron, deployed to Iraq.

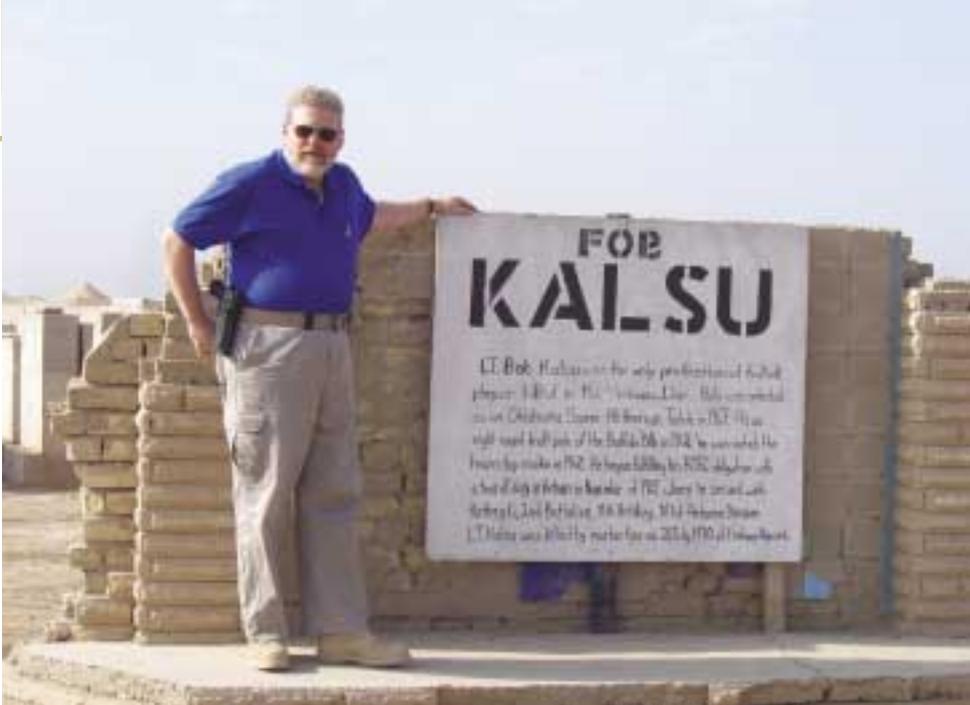
Spc. David Moses, Army National Guard, Raleigh-Wake Composite Squadron, deployed to Iraq.

Capt. Jason O'Brien, Air Force, North Carolina Wing, deployed to Afghanistan.

Capt. Joe Rucker, Air Force, Central Composite Squadron, deployed to Bahrain, Oman, Qatar and the United Arab Emirates.

1st Lt. Jason Ward, Army, Fayetteville Composite Squadron, deployed to Iraq.

Michael Wells, Army National Guard, Smokey Mountain Composite Squadron, deployed to Iraq.



Craig Griffith, judge advocate for the National Capital Wing, served as a civilian counterintelligence advisor for the Department of the Army at Forward Operating Base Kalsu, 35 miles south of Baghdad.

Cpl. Daniel Zimmerman, Marines, Winston-Salem Composite Squadron, deployed to Iraq.

NORTH DAKOTA



Senior Master Sgt. Kenneth Schuler, Air Force, Grand Forks Composite Squadron, deployed to a classified site.

Master Sgt. David Soderman, Air Force, Grand Forks Composite Squadron, deployed to a classified site.

OREGON WING



Staff Sgt. Adam B. Carroll, Air Force, Aurora Composite Squadron, deployed to Iraq.

Sgt. Lt. Mark Organ, Marines, Aurora Composite Squadron, deployed to Iraq.

PENNSYLVANIA WING



James Adams, Williamsport Composite Squadron, deployed to Iraq.

Charles Bechtel, Pennsylvania Group 2, deployed to an undisclosed location.

1st Lt. Tim Bonarski, Army, Golden Triangle Composite Squadron, deployed to Iraq.

Sgt. Michelle Boudier, Army Reserves, Reading Composite Squadron, deployed to Iraq.

Johnathon Dennis, Marines, Lower Bucks Cadet Squadron, deployed to Iraq.

1st Lt. Mike Donaldson, Marines, Golden Triangle Composite Squadron, deployed to Iraq.

Capt. Timothy Feltis, Air Force, Quakertown Composite Squadron, deployed to Iraq.

Spc. Chris Kashi, Army National Guard, Hazelton Composite Squadron, deployed to Kuwait.

1st Lt. Jason Kocher, Army, Lebanon VFW Cadet Squadron, deployed to Iraq.

Sgt. Joshua Kocher, Army National Guard, Lebanon VFW Cadet Squadron, deployed to Iraq.

Spc. Jeff Kwiecien, Army National Guard, Hazelton Composite Squadron, deployed to Iraq.

John Morgan, Pennsylvania Group 2, deployed to an undisclosed location.

Mike Rendos, Air Force, Williamsport Composite Squadron, deployed to Iraq.

Maj. J. Rivera, Marines, deployed to an undisclosed location.

Jason Secrest, York Composite Squadron, deployed to Iraq.

Joseph Shirer, Southmoreland Composite Squadron, deployed to an undisclosed location.

Sgt. 1st Class John Siennick, Army, Harrisburg International Composite Squadron, deployed to Kuwait.

Sgt. Shawn Stanford, Army National Guard, Wyoming Valley Composite Squadron, deployed to Iraq.

Cpl. Bret Stemrich, Army National Guard, Northeast Pennsylvania Group 4, deployed to Qatar.

Nick Taylor, Army National Guard, Pennsylvania Wing, deployed to an undisclosed location.

Jayson Zimmerman, Army, Doylestown Composite Squadron, deployed to Iraq.

PUERTO RICO WING



Alejandro Alvelo, Army Reserve, Dr. Cesareo Rosa-Nieves Cadet Squadron, deployed to Iraq.

Jose Ortiz, Army Reserve, Aibonito Cadet Squadron, deployed to Afghanistan.

SOUTH CAROLINA WING



Capt. Mickey Jordan, Air Force, Lexington Composite Squadron, deployed to Iraq.

Staff Sgt. Christopher Lind, Air Force, Aiken Composite Squadron, deployed to Iraq.

Those who gave their lives for their country

Capt. Brian Faunce, Army, Pennsylvania Wing

1st Lt. Andrew Shields, Army, Spartanburg Composite Squadron, South Carolina Wing

Spc. Benjamin Smith, Army, St. Croix Squadron, Minnesota Wing

Pfc. Nathan Stahl, Army, Griffith Composite Squadron, Indiana Wing

Capt. Chrisopher Sullivan, Army, Goddard Composite Squadron, Massachusetts Wing

Maj. Chad Morris, Air Force, Coastal Charleston Composite Squadron, deployed to Iraq.

SOUTH DAKOTA WING



Capt. Dan Diehl, Air Force, Rushmore Composite Squadron, deployed to a classified site.

Spc. Dan Gerwing, Army, Brookings Composite Squadron, deployed to Iraq.

Staff Sgt. Eric Hineman, Air Force, Rushmore Composite Squadron, deployed to a classified site.

Staff Sgt. Mike Johnson, Air Force, Rushmore Composite Squadron, deployed to a classified site.

Capt. Eric Kunrath, Air Force, Rushmore Composite Squadron, deployed to a classified site.

Senior Master Sgt. Rick Larson, Air National Guard, Sioux Falls Composite Squadron, deployed to Saudi Arabia.

Master Sgt. John Seten, Air National Guard, Sioux Falls Composite Squadron, deployed to Iraq.

TEXAS WING



Maj. Earl Burrell, Air National Guard, Abilene Composite Squadron, deployed to Kyrgyzstan.

Spc. Greg Chaplin, Army, Phoenix Composite Squadron, deployed to Iraq and Afghanistan.

Pfc. Adam Collie, Army, Anderson County Composite Squadron, deployed to Iraq.

Airman Brandon Harris, Air Force, Phoenix Composite Squadron, deployed to Iraq.

Airman 1st Class Michael J. McDade, Air Force, South Fort Worth Composite Squadron, deployed to Iraq.

Chaplain Maj. Manuel Otero, Army, Odessa Composite Squadron, deployed to Afghanistan.

Senior Airman Tonya Blodgett Powell, Air Force, Midland Composite Squadron, deployed to Afghanistan.

Chief Warrant Officer 3 John Wunsche, Army, Sheldon Cadet Squadron, deployed to Iraq.

UTAH WING



Army Pfc. Baylen Orr, Cache Valley Composite Squadron, deployed to Afghanistan.

Pfc. Robert Montgomery, Marines, Cache Valley Composite Squadron, deployed to Iraq.

Scott Winslow, Cache Valley Composite Squadron, deployed to Iraq.

VIRGINIA WING



Lt. William Alcocer Jr., Navy, Tidewater Composite Squadron, deployed to Iraq.

Lt. Scott Avery, Navy, Tidewater Composite Squadron, deployed to Iraq.

Agent Todd Cook, Naval Criminal Investigative Service, Hampton Roads Composite Squadron, deployed to Kuwait, Iraq and Bahrain.

Master Sgt. Michael Hart, Air National Guard, Winchester Composite Squadron, deployed to Afghanistan.

Reserves Lt. Cmdr. John McFadden, Navy, Coastal Composite Squadron, deployed to Qatar.

Senior Chief Petty Officer Marco Soave, Navy, Minuteman Composite Squadron, deployed to the Persian Gulf.

Maj. Michael Spears, Army, Burke Composite Squadron, deployed to Afghanistan and Iraq.

Pvt. Andrew Tarbox, Marines, Hanover County Composite Squadron, deployed to Iraq.

WASHINGTON WING



Airman 1st Class Katie Badowski, Air Force Reserves, Washington Wing Headquarters, deployed to Qatar.

Howard Campbell, Marines, Fort Vancouver Composite Squadron, deployed to an undisclosed location.

Capt. Josef Davis, Army, Fort Vancouver Composite Squadron, deployed to Iraq.

Nick Emory, Army, Bellingham Composite Squadron, deployed to Iraq.

Staff Sgt. Sara Fontayn, Army Reserves, Fort Vancouver Composite Squadron, deployed to an undisclosed location.

Chris Larson, Army Reserves, Fort Vancouver Composite Squadron, deployed to an undisclosed location.

Scot MacMahan, Army Reserves, Overlake Composite Squadron, deployed to Saudi Arabia.

Lance Cpl. Tyler Moyer, Marines, Fort Vancouver Composite Squadron, deployed to an undisclosed location.

Senior Airman Eric Pietras, Air Force, Fort Vancouver Composite Squadron, deployed to Iraq.

Lt. Col. Richard Phillips, Army, Fort Vancouver Composite Squadron, deployed to Iraq and Kuwait.

Benjamin Woodruff, Fort Vancouver

Composite Squadron, deployed to an undisclosed location.



WEST VIRGINIA WING

Air National Guard Maj. Kevin Ray, West Virginia Wing Headquarters, deployed to Qatar and Saudi Arabia.



WISCONSIN WING

Tech. Sgt. Thomas Kondziella, Air Force Reserves, Mitchell Composite Squadron, deployed to Qatar.

Spc. Richard Kreitz, Army, Fox Cities Composite Squadron, deployed to Iraq.

Airman 1st Class Scott Tanski, Minnesota Air National Guard Super R.I. Bong Composite Squadron, deployed

**The names cited in this report were provided by each wing. Please submit the name(s) of other individuals who should be recognized to CAP National Headquarters, Public Affairs Division. Their names will appear in a future issue of Civil Air Patrol Volunteer.*

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Civil Air Patrol Recognizes Members for

The following section recognizes Civil Air Patrol senior members and cadets who have been recognized at the national level for distinguished and conspicuous acts of heroic action or performance of outstanding service to CAP or who have achieved the organization's highest levels in their respective training program.

Silver Medal of Valor

This medal is awarded to a member for distinguished and conspicuous heroic action, at the risk of life, above and beyond the call of normal duty.

Silver Medal of Valor winners in November are:
 Lt. Col. Robert D. Ashman of the Florida Wing for apprehending a suspect who was attacking a police officer.
 1st Lt. Rafael O. Rondon of the California Wing for saving a driver from a burning vehicle.



Distinguished Service Medal

Awarded for conspicuous performance of outstanding service in a duty of great responsibility where the position held and results obtained reflect upon the accomplishments and prestige of CAP on a national scale.

Distinguished Service Medal recipients for October and November are:

- Col. Robert L. Brouillette, Alaska Wing
- Col. Russell E. Chazell, Utah Wing
- Col. Reggie L. Chitwood, Arkansas Wing
- Col. Lynda C. Robinson, RMR; this is her third DSM
- Col. John J. Varljen, Arizona Wing
- Col. Rodney Moody, West Virginia Wing
- Col. Robert Diduch, New Jersey Wing
- Col. Anthony L. Vessella Jr., Rhode Island Wing
- Col. Frederick B. Belden, Massachusetts Wing.
- Col. Joe E. Casle, Missouri Wing
- Col. Russell E. Smith, Iowa Wing
- Col. Saul H. Hyman, South Carolina Wing
- Ch. Lt. Col. Dewey E. Painter, SER



Gill Robb Wilson Award

Highest award given to senior members who complete Level V of the CAP Senior Member Training Program. (Only about 5 percent of CAP senior members achieve this award.)



Those receiving the Gill Robb Wilson Award from October through December 2005 are:

Lt. Col. William H. Correll	CA
Maj. Darren Kasai	CA
Maj. Jesus Muniz	CA
Lt. Col. Otto S. Zuckschwerdt	ID
Maj. Rhonda Anderson	IL
Lt. Col. Michele A. Bryan	IN
Maj. Douglas W. Grosso	ME
Lt. Col. Richard L. Johnson	MN
Lt. Col. Joseph A. Milano	NJ
Maj. David R. Simonson	NM
Lt. Col. Ralph L. Miller	NV
Lt. Col. Christine M. St. Onge	PA
Col. Anthony L. Vessella	RI
Maj. Sara Lynn Stuart	RMR
Lt. Col. Jean H. Dubois	SER
Lt. Col. Steven J. Lamonte	SWR
Lt. Col. Jean M. Fisher	TX
Maj. Nancy T. Smalley	TX
Lt. Col. Scott P. Trepinski	TX
Lt. Col. Don R. Fisher	TX
Lt. Col. James H. Henderson	WY

Paul E. Garber Award

Second highest award given to senior members who complete Level IV of the CAP Senior Member Training Program.

Those receiving this award from October to December 2005 are:

Maj. John W. Erickson	AK
Capt. William M. Olah	CA



Achievements

Maj. Benjamin T. Edwards	CA
Lt. Col. Dennis B. Edmondson	CA
Maj. Robert S. Gelinas	CA
Lt. Col. John E. Mitchell	CO
Maj. Daniel C. Lukensow	CO
Maj. David M. Hurtado	CO
Maj. James M. Spray	CO
Maj. Scott T. Varrick	CT
Capt. Deborah L. Grimes	FL
Lt. Col. Shawn Politino	GA
Maj. Jack W. Arnold	GA
Maj. Valerie I. Hoke	HI
Maj. James M. Brown	IN
1st Lt. Kathy L. Bruns	IN
Lt. Col. Ralph L. Bruns	IN
Capt. Matthew R. Chastain	IN
Lt. Col. Raymond L. Williams	KY
Maj. Mark E. Bell	MI
Capt. Daniel R. Mefford	MO
Maj. Charles W. Cannaday	MO
Lt. Col. John A. Smoot	NC
Maj. John W. Boesen	NC
Capt. Rebecca K. Sundhagen	ND
Maj. Erik C. Ludlow	ND
Lt. Col. Dennis D. Walton	NJ
Maj. Allen G. Jacobson	NJ
Capt. David W. Harkness	NJ
Lt. Col. Leonard T. Esposito	NV
Capt. Judith Lee Hewett	NY
Capt. Aitmalys Perez	PI
Maj. Ivan G. Reyes	PI
Capt. Giacomo Peter Venza	PI
Capt. Steven K. Campbell	TN
Maj. Hugh M. Ragland	TX
Maj. Patrick B. Smith	WA
Lt. Col. Christopher A. Moore	WI
Maj. Terry A. Radtke	WI



Gen. Carl A. Spaatz Award

Highest award for cadets who complete all phases of the CAP Cadet Program and the Spaatz award examination. (Only about one-tenth of 1 percent of CAP cadets achieve this award.)

Recipients of the Gen. Carl A. Spaatz Award from October 2005 to January 2006 are:

Donald J. Burand, #1579	AK
Taylor J. Olson, #1575	CO
Daniel R. Vieren Vander, #1572	CO
Johnhenri R. Richardson, #1583	CT
Katie Offen, #1580	DE
Ashlei K. Hamada, #1573	FL
Timothy R. Medeiros, #1577	FL
Christine M. Johnson, #1578	GA
Aaron M. Lindemann, #1582	KS
John P. Andree, #1576	MI
David E. Eng, #1581	NC
Donald P. DeGarmo, #1574	NJ



Gen. Ira C. Eaker Award

Second highest award for cadets who successfully complete all Phase IV requirements of the CAP Cadet Program.

Cadets receiving the Gen. Ira C. Eaker Award from October 2005 to January 2006 are:

James J. Hurley	AZ
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Cameron Y. Phillips	AZ
Claire E. Clancy	CO
Zoe L. Falls	CO
Aaron R. Moore	CO
Johnhenri R. Richardson	CT
Eric M. Steen	DE
Travis C. Barley	FL
Renzo J. Cabrera	FL
Quinton J. Fenley	FL
Evan R. Jones	FL
Robert Ball	ID
Patrick C. Spivey	IN
Patrick L. Renfro	KS
Craig F. McGreal	KY
Haley N. Blevins	MD
Brian C. Anderson	MN
Micah J. LaVanchy	MO
Christopher A. Laspada	NC
David Maver	NJ
Tiffani R. Heinrich	NV
Erik R. Johnson	NY
Nathan A. King	NY
Jackie M. Briski	OH
Timothy A. Miller	OH
John J. Edmunds	OR
Allan L. Makins	PA
Vincent E. Robinson	PA
Christopher R. Seufert	PA
Nathan D. Shuey	PA
Jose A. Rafolos	PI
Samuel Rivera	PI
Emmanuel Trinidad	PI
Susanna B. Marking	SD
Abraham L. Pabon-Vega	TN
Mark A. Harper II	TX
Lynn M. Larson	TX
Anthony A. Jaeger	UT
Donald C. Carter	VA
Ian R. Sturdy	VA
Teresa A. Egan	WI
Christopher S. Plume	WI
Justin R. Shirkey	WV

CAP merchandise now available through new online vendor

Check Out



Vanguard, CAP's new merchandising vendor, has plans to offer even more items and many more customized items than CAPMart, the previous online supplier of CAP merchandise.

"We want to provide more services, such as mounting medals and ribbons. We are also offering more merchandise, such as special coins and emblems," said John McClain, Vanguard general manager. "And with an artist on staff and manufacturing done on the premises, special orders will be no problem."

The switch from CAPMart to Vanguard is a "significant change for our membership, but a necessary one," said Don Rowland, CAP executive director. "While CAPMart has provided really good service for 40-plus years, there came a time when our financial software and our e-commerce software were not supportable. A major investment in the infrastructure was needed to continue CAPMart.

Rowland said several options were provided to the senior leadership and the best option was to outsource the operation.

"A company like Vanguard is in the business of supplying the military. We believe CAPMart fits very well into our structure," he said.

Rita LaBarre, CAP liaison to Vanguard, said the company will continue to provide the same items offered by CAPMart, with the same item numbers. There will be more novelty items as well, she said.

Vanguard plans to attend wing conferences to answer any concerns and let the wings get to know them, McClain said. He said the company also will continue to have consignment sales at the conferences.

Just as in the past, the proceeds from the sale of CAP items will continue to benefit the organization, LaBarre said.

McClain said Vanguard plans to mail catalogs and order forms to CAP members. The Norfolk, Va., company will charge a flat \$7 shipping fee unless orders are large or heavy.

"That is one complaint we have heard — about the shipping

charges," he said.

But there isn't much else to complain about.

Chaplain (Lt. Col.) Fred Smelser of North Central Region Headquarters has already used Vanguard and was favorably impressed. Although Vanguard didn't have exactly what Smelser wanted, personnel did everything they could to provide him with the item.

"They went out of their way to help me, and I really appreciated that. I really enjoyed the experience. One representative, Beth Maul, stayed late to help me. It was worth it to me — and their service was very fast," he said.

Vanguard has been supplying military items since 1918. The company works with all branches of the military plus Reserve Officer Training Corps, Junior Reserve Officer Training Corps and now CAP.

"I believe, once the changeover is complete, the members will be pleased with Vanguard," LaBarre said.

Members can order merchandise online at www.vanguardmil.com, via e-mail at cap@vanguardmil.com, by phone at (800) 221-1264 or by fax at (757) 857-0222. ▲

Great Lakes

Indiana Wing documents tornado damage

INDIANA — Indiana Wing members flew an aerial damage assessment mission to support disaster relief efforts in Evansville and surrounding areas after a confirmed tornado struck Vanderburgh and Warrick counties on Nov. 6.

At the request of Sherman Greer, director of the Evansville-Vanderburgh County Emergency Management Agency, a CAP aircraft flew along the path of the tornado for approximately 22 miles. The Evansville Senior Squadron aircrew observed debris as far north as Huntingburg and Jasper, Ind.; the wing provided digital photographs of the impacted areas to the Evansville-Vanderburgh County EMA.



Indiana Wing members take digital photographs of damage from the Angel Mounds after a tornado struck Vanderburgh and Warrick counties. The aircrew followed the path of the tornado for approximately 22 miles.

Twenty-two people were killed, scores were injured and hundreds of homes were destroyed in Indiana's deadliest tornado in more than 30 years. >> Capt. Johnnie Nichols

Middle East

North Carolina Wing locates downed aircraft

NORTH CAROLINA — A North Carolina aircrew discovered the wreckage of a Cirrus SR-22 on Dec. 30 in a densely wooded and mountainous area of the state. No survivors were found.



Lt. Col. David Crawford, North Carolina Wing

North Carolina Wing members located this crash site of a Cirrus SR-22 aircraft in a mountainous area of Jackson County, N.C.

According to incident commander Lt. Col. David Crawford, the crew — Capts. Gary Lux and Brett McElheney and Maj. Ray Davis — located the airplane in Jackson County, N.C., near the Macon County line about five miles south of the Jackson County Airport.

The wing received an alert from the U.S. Air Force Rescue Coordination Center at Langley Air Force Base, Va., that the Cirrus, carrying at least one pilot and one passenger, was overdue and missing after departing the Jackson County Airport around noon en route to Pensacola, Fla.

They immediately put air and ground assets in place to search for the missing aircraft.

The South Carolina and Georgia wings also assisted with the mission. >> Maj. John Maxfield

North Central



Minnesota Wing members find Cirrus SR-22 wreckage

MINNESOTA — Four members of the Minnesota Wing's Worthington Composite Squadron discovered the wreckage of a Cirrus SR-22 on Dec. 11 after mission coordinator Maj. Rick Wenzel tasked the quartet to find an emergency locator transmitter.

Majs. Carl Hallum and Rolf Carlson and Capts. Mark McCormick and Joe Bradfield found the aircraft in a bean field near Arco, Minn., southwest of Marshall. The pilot and two passengers were dead.

The mission included the first use of the squadron's critical incident stress management debriefer, Chaplain (Lt. Col.) James Sickmeyer, who also serves as the Minnesota Wing chaplain, assisted Bradfield by cell phone after he completed his victim assessment and ELT shutoff.

Sickmeyer also debriefed Bradfield, McCormick and Hallum in person. >> Capt. Joe Bradfield

Majs. Carl Hallum, left, and Rolf Carlson of the Minnesota Wing's Worthington Composite Squadron monitor the crash site of a Cirrus SR-22 near Arco, Minn.

Capt. Joe Bradfield, Minnesota Wing

Northeast

Five Maine Wing squadrons honor Arlington veterans

MAINE — Maine Wing members left for Arlington National Cemetery during the early morning hours of Dec. 14 to place more than 5,000 holiday wreaths on veterans' gravesites.

Forty-five members from Machias Valley, St Croix County, Bangor-Brewer, Augusta-Gardiner and Cumberland County Composite squadrons participated.

The participants were guests of Maryland Wing Commander Col. Kay Walling and Easton Composite Squadron Commander 1st Lt. Eric Hughes, who lodged and fed the visitors. Members of the Easton squadron went to Arlington with them to help lay the wreaths.

After the project was completed, they attended a wreath-laying ceremony at the Tomb of the Unknown Soldier and watched the Changing of the Guard. >> Maj. Dennis Murray



Maine Wing members helped lay more than 5,000 holiday wreaths on veterans' gravesites in Arlington National Cemetery.

Pacific

Cadet becomes squadron's first female Spaatz recipient

WASHINGTON — Cadet Col. Lisa Deibler of the Washington Wing's Tri-Cities Composite Squadron received her Gen. Carl A. Spaatz Award during a recent awards ceremony, becoming the first Tri-Cities squadron female to earn CAP's highest cadet honor.



Cadet Col. Lisa Deibler

Retired Air Force Col. Ronald Catton presented the award to Deibler and then presented Gen. Billy Mitchell awards to 2nd Lts. Maria Kawaguchi and Derek Winkler.

During the ceremony, Catton also shared stories with members and their families about his three-year tenure as a Thunderbird pilot.

Earlier in his career, Catton attended U.S. Air Force Fighter Weapons School; he became the "Top Gun" of the Air Force, distinguishing himself by becoming the first person to graduate with a perfect academic record, acing all of the tests.

>> Cadets 2nd Lt. Maria Kawaguchi and 1st Lt. Deborah Kawaguchi

Rocky Mountain Region

Commander presents Eaker Award to cadet

COLORADO — Cadet Lt. Col. Aaron R. Moore of the Colorado Wing's Air Academy Cadet Squadron received his Gen. Ira C. Eaker Award on Nov. 9 during a unit awards ceremony.

Colorado Wing Commander Col. Greg Cortum presented the award on behalf of Rocky Mountain Region Commander Col. Russell Chazell.

Moore transferred to the Air Academy squadron from the Texas Wing while attending the U.S. Air Force Academy. He expects to graduate in 2007.

"Normally cadets use the CAP program to help get into the academy. It is outstanding to see a cadet such as Aaron, who sticks with it after entering the academy, to give back to junior cadets and continue to be active and achieve these awards," said Maj. Marc Peterson, Air Academy Cadet Squadron deputy commander.

>> Lt. Col. Jim Kelley



Capt. Aaron Tincill, Colorado Wing

Colorado Wing Commander Col. Greg Cortum, right, presents Cadet Lt. Col. Aaron R. Moore of Colorado's Air Academy Cadet Squadron his Gen. Ira C. Eaker Award during a unit awards ceremony.

Southeast

Group 8 becomes certifying organization for president's award



Lt. Col. Al Bedgood

FLORIDA — Florida Wing's Group 8 has teamed up with the White House to become a Certifying Organization for the President's Volunteer Service Award, a national program that recognizes Americans who have demonstrated a sustained commitment to volunteer service.

Established in 2003, the award was created by President George W. Bush to give presidential recognition to individuals, families and groups who meet established requirements for volunteer service, measured by the number of service hours performed during a 12-month period.

"We are extremely proud to recognize our most outstanding volunteers with the President's Volunteer Service Award," said Group 8 Commander Lt. Col. Al Bedgood. "Civil Air Patrol members are role models in our community, donating their time, energy and talent to serving their community, state and nation."

Group 8 is responsible for performing CAP's "Missions for America" in Pinellas and Pasco counties on Florida's west central coast. It is composed of a headquarters and nine squadrons with more than 350 members.

>> Lt. Col. Alvin Bedgood

Southwest

Texas Wing holds winter encampment

TEXAS — The Texas Wing held its weeklong 2005 Basic Training Encampment in December at the Texas Army National Guard Base, Camp Swift, just outside of Bastrop, Texas. More than 100 wing members participated.

Each day began with physical training before sunrise. After breakfast, mornings were spent conducting uniform inspection, learning to drill, working together as a group and character building.

Cadets attended classes in aerospace education, physical training, moral leadership and self-defense. Many senior members contributed their time and knowledge to the classroom activities. >> 1st Lt. Denise Thompson



1st Lt. Denise Thompson, Texas Wing

Texas Wing cadets carry a stretcher in late December during the 2005 Basic Training Encampment held at Texas Army National Guard Base, Camp Swift, just outside of Bastrop, Texas.

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- ✦ Identify a special area of interest for your gift — cadet programs, cadets-in-need, the chaplain service, cadet special activities, school programs, antidrug campaigns, aerospace education, homeland security and more.

As a thank you for your support, donations of \$25 or more will be listed on the CAP national Web site registry.

Send your check to: CAP Donations, Civil Air Patrol NHQ, 105 S. Hansell St., Bldg 714, Maxwell AFB, AL 36112-6332 or go online to donate by credit card. For more information about all tax-exempt opportunities to support CAP, call (334) 953-3711 or e-mail capdonations@cap.gov.

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