

U.S. CIVIL AIR PATROL

September-October 2007

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Photo by Susan Robertson, CAP National Headquarters

48 Cadet Jessica Brown of CAP's North Carolina Wing, foreground, and cadet Mary Bazenet of the Tennessee Wing use their compasses during the National Emergency Services Academy held in July at Camp Atterbury in Edinburgh, Ind. See page 48 for details.

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ON OUR COVER

Cadet Levi Phelps of the Wisconsin Wing's La Crosse Composite Squadron looks through his compass during National Blue Beret 2007 in Oshkosh, Wis. Special coverage of Blue Beret as well as other summer cadet activities and exercises begins on page 21.

Photo by Susan Robertson, CAP National Headquarters



A STORY OF SURVIVAL

Pilot pinned in downed aircraft for 50 hours lives to tell about it

By 1st Lt. Phillip Norris

Dennis Michael Steinbock, an experienced private pilot from Klamath Falls, Ore., was rescued by members of the U.S. Civil Air Patrol's Mississippi Wing on June 20, two days after he crashed his new airplane into a North Mississippi forest. He spent more than 50 hours pinned beneath the wreckage before being rescued.

Steinbock's story is one of survival.

A high school history teacher who received his pilot's license in 1989, Steinbock, 52, was returning home in a single-engine Zodiac 601 XL he had bought in Alabama. His flight plan had him flying out of Sylacauga, Ala., on the morning of June 18. He was supposed to have refueled at Helena, Ark., but experienced engine trouble over Mississippi.

"The first indication was a gradual power loss and then from there just a more distinct power loss from 2,600 rpm to 1,400 rpm or so," Steinbock said. "Shortly after that the engine totally quit."

Steinbock said he located a clearing but couldn't reach it in the seconds he had to react. The plane plummeted into a thick forest and flipped on its top, trapping him inside. Steinbock tried to free himself, but the aircraft was too heavy to push up, and he had a piercing pain from what were later determined to be several broken ribs and a punctured lung.

After Steinbock failed to show in Helena, he wasn't heard from again until members of the Civil Air Patrol, following an emergency signal from his downed aircraft, helped a sheriff's helicopter locate him. They also led a rescue team on the ground to the crash site in southeast Lafayette County about 15 miles from Oxford, Miss. Searchers in the air and on the ground had begun to scour the densely wooded area on the morning of June 20, following bad weather that hindered their search

and rescue mission.

"The Civil Air Patrol saved that man's life," said Lafayette County Sheriff Buddy East. "They kept calling us. ... We went out there and helped, but they kept at it. That plane was in a place we couldn't get to without their help."

By mid-afternoon that Wednesday, Capt. Richard Albee, commander of the wing's Northwest Mississippi Composite Squadron, and three Civil Air Patrol cadets — his son, 2nd Lt. Andrew Albee, Maj. Jeremy Locke and Capt. Joshua Locke — had reached the badly injured Steinbock.

Albee said Steinbock was still alive and able to chat with rescuers and drink water. "He couldn't get out (of the plane), and he was complaining that his legs were hurting," he said.

"He drank all the water we had."

Later, Steinbock said his greatest concern during the ordeal was dehydration. While he waited to be rescued, he searched for water within his reach.

On the evening of June 18, several hours after the crash, a lightning storm struck, pelting his plane with the rain he needed to survive the heat and humidity. He said he held a couple of his T-shirts in the rain

Dennis Michael Steinbock is home in Klamath Falls, Ore., recuperating from injuries suffered in the crash of his new Zodiac 601 XL (like the one in top photo). Steinbock, an experienced pilot, was flying his single-engine craft home to Oregon on June 18 when it crashed in a North Mississippi forest. Civil Air Patrol air and ground teams, following the Zodiac's ELT signal, found him two days later beneath a thick stand of trees about 15 miles south of Oxford, Miss.



through a hole in the cockpit to soak them. He then sucked water from the T-shirts and cooled himself as best he could.

Over the next two days, he slurped rain that he collected in a breath mint container, and sucked on wet leaves, soaked maps and even a seat belt. For food, he nibbled on an apple and breakfast bars from his duffle bag.

Once found, it took two hours to free Steinbock from his mangled aircraft. The Jaws of Life were used to pry him from the wreckage. At the time, he was thought to have suffered broken bones, including both legs.

A sheriff's department helicopter took him from the site to the Elvis Presley Trauma Center at Memphis Medical Center, where physicians diagnosed his broken ribs and punctured lung. There were deep gashes in his legs, but no broken bones.

Steinbock said he could hear airplanes flying overhead two days after the crash. He said the sounds of a possible rescue operation gave him hope. "I knew things were already moving, and I was actually amazed that CAP was in the air and organized that soon," he said. "I tried to figure out how to assist the rescuers in finding me, especially the aircrews. I flashed one of those breath mint cans as a mirror. I knew it was a stretch to attempt this. I was under the canopy of the trees, and I wasn't sure if people could see me."

The sound of the Zodiac's emergency locator transmitter, which was close to his ear, was another reason for confidence. "It was a new airplane and a new ELT. I knew the battery would last for a long time," Steinbock said.

At times, Steinbock said he would place the ELT on standby to conserve battery power. When he would hear aircraft flying over, he would turn the ELT on, hoping the signal would be picked up.

Steinbock thought a ground team was homing in on his ELT as early as Tuesday afternoon. "I heard some four-wheelers in the area until late into the evening," he said, adding he soon determined the ground vehicles were not looking for him.

Civil Air Patrol rescuers said it was the signal from the ELT that ultimately led them to Steinbock. "The pilot crashed in a heavily wooded area that made a visual sighting almost impossible," said Maj. Johnny Summers of the North Mississippi Composite Squadron, one of the pilots who flew seven sorties over two days in search of the downed aircraft.

Photo by 1st Lt. Tom Robinson, Mississippi Wing



Capt. Richard Albee, second from left, trains with other members of the ground team that was the first to reach Dennis Michael Steinbock and his downed aircraft. They are, from left, Cadet 2nd. Lt. Andrew Albee, Cadet Maj. Jeremy Locke and Cadet Capt. Joshua Locke.

"The woods were so thick. We couldn't see into them," said Lt. Col. Bob Smalley, also with the North Mississippi squadron.

The operation was textbook, however, despite low visibility from the air and almost impassable conditions on the ground. Heavy rains on Monday and Tuesday made it "slow going" for the ground team.

Smalley and Col. Tim Carroll, commander of the Mississippi Wing, flew two sorties for a total of seven hours on Wednesday, the day Steinbock was found.

"Everything worked right. He had an ELT, and we were able to find him," said Carroll. "I believe we'd have found him on Tuesday if the weather had cooperated."

Richard Albee, who led the ground team, agreed.

"We were able to use our training," said Albee, who has been teaching search and rescue techniques for nearly 15 years on his 40-acre tract in northeast Mississippi. "It was a good exercise. It worked," he said.

Steinbock stayed in the hospital for more than a week, but couldn't fly home because the punctured lung prevented him from being in a pressurized cabin. His son, Stephen Steinbock, went to Memphis to drive his father home to Oregon.

Steinbock said he often thought of his family during his ordeal, especially on Wednesday, when his energy waned. "I had quite a bit of thought about that and what they might be going through back in Oregon," he said.

Steinbock later learned an official from CAP's Oregon Wing had talked with his son and had maintained contact with his family.

Smalley visited Steinbock twice in the hospital. He also talked with him by phone after he returned home. "He had a pretty rough time but was very thankful," Smalley said

"I'm glad we were able to save him," said Carroll, who also visited Steinbock in the hospital. "I'm glad this guy's alive. I wish him well."

Smalley and other CAP members take pride in being

a part of Steinbock's rescue.

"It's humbling, but more after the fact," said Smalley. "During the mission, one has to stay focused on the job."

"The feeling of being part of a team that saved a life is fantastic," said Summers. "The search and rescue is one of my favorite parts of CAP."

Ironically, Steinbock was already interested in the Civil Air Patrol before his accident. He has since decided to help support the local CAP program, perhaps through his high school.

"I was so impressed with the Civil Air Patrol," he said. "I am going to do everything I can to help get support for CAP locally."

Steinbock intends to fly again, too.

"Maybe in a couple years," he said.

"That was a mechanical failure thing," he said of the



Photos courtesy of WREG-TV in Memphis

The rescue of Dennis Michael Steinbock was big news locally, first breaking on TV stations like WREG-TV in Memphis, Tenn., left, and later being broadcast nationally. Steinbock appeared on "Good Morning America" from his recovery room at Memphis Medical Center. In bottom photo, Mississippi Wing Commander Col. Tim Carroll, left, and Lt. Col. Bob Smalley discuss the CAP mission. Both men were involved in aerial searches for the missing pilot. On June 20, they led a helicopter to the vicinity of the downed aircraft, and then relayed communications from the helicopter to searchers on the ground.

accident. "I am not afraid of flying. I have been involved with aviation my entire life and I will continue to make aviation a part

of my life." ▲

1st Lt. Phillip Norris is the public affairs officer for Civil Air Patrol's Mississippi Wing.

A CAP Exclusive: Dennis Michael Steinbock — in his own words

Editor's Note: A transcript of an Aug. 14 interview with Dennis Michael Steinbock, a private pilot from Klamath Falls, Ore., who was rescued June 20 by members of the Civil Air Patrol's Mississippi Wing, captures the drama of Steinbock's will to survive and CAP's skill and tenacity in finding him. Steinbock crashed his Zodiac 601 XL airplane in a North Mississippi forest on June 18 and spent more than 50 hours in the wreckage before being rescued. In this exclusive interview conducted by 1st Lt. Phil Norris, public affairs officer for the Mississippi Wing, Steinbock tells of his will to survive and of his rescuers' persistence in reaching him.

Norris: Can you give me the details of when you knew something was going wrong with your airplane?

Steinbock: I was right on the flight plan from Alabama to Helena, Ark., and the first indication was a gradual power loss and then from there just a more distinct power loss from 2,600 rpm to 1,400 rpm or so. That

was when I started going through the power loss checklist and the power loss emergency procedures. Shortly after that the engine totally quit.

Norris: At what point did you call the Tupelo (Miss.) tower? Early media reports indicated you had contacted Tupelo before the crash.

Steinbock: I did not make a Mayday call whatsoever. I thought about it afterward, but it was too late.

Norris: Tell me about your first day after the crash.

Steinbock: The first day I was trying to put together some kind of strategy of things that were important to do when I found out I couldn't get out of the aircraft. I realized there was no way to extricate myself or get myself out of the aircraft. So, I put together a mental list of things I could be doing in case a rescue was going to happen, which I was pretty confident that it was because I have

been around aviation for a long time and I knew at some point there was going to be a search initiated. I guess my first focal point was the heat, and I started to think in terms of trying to get to the water that I had with me. Also, I was in a really uncomfortable position in the aircraft. I eventually got myself out of the seat belt and I slumped onto the ground. That was really an uncomfortable situation. I stayed in that position for several hours. By evening on Monday, I decided I had to shift my body so I could lie on my stomach.

Norris: Were you able to get to your water from your carry-on baggage?

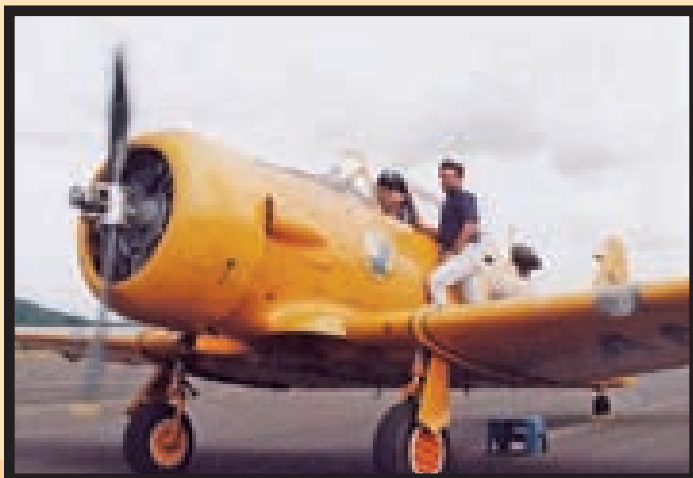
Steinbock: I had my water in my large-sized duffel bag and I knew where it was, but the problem was getting to it, because I was really jammed tight because of the crash and I only had the use of my right arm. I had to do everything by feel to find things, and it took me actually until late afternoon on Monday to locate the water bottle in my bag. Eventually I was able to get it out, but it took several hours because the bag was zipped and I only had my right arm to try to unzip it.

Norris: During this time did you feel like you were being overcome by fear or anxiety?

Steinbock: The amazing thing is I never really did panic. As far as fear was concerned, I just kept myself so mentally and physically busy that I never experienced that. I didn't experience any emotion of really wanting to get out or claustrophobia. I often attribute that to the fact that I knew what I had to do and knowing the real key thing was not to do that and not panic ... just stay focused. I learned this over the years from camping out or being out in the wilderness.

Norris: So, your first night in the wilderness comes, and I think you mentioned there was a thunderstorm in the late afternoon and evening and you managed to gather water from that.

Steinbock: There was a pretty severe thunderstorm on Monday that began in the late afternoon or early evening. It lasted most of the night, if not all night long. There were lightning strikes and thunder, and I was right below a tornado warning siren. The tornado siren went off a couple of times during the thunderstorm. When it start-



Steinbock, in the cockpit with an unidentified ground coordinator on the wing, prepares to fly a North American AT-6 in July 1998 in Chehalis, Wash.

ed to rain, my thoughts turned to trying to figure out a plan of how to collect water. I did a couple of things at this point. I found a couple of T-shirts in my duffel bag and I stuck them out of a hole in the cockpit and let them soak up the water from the rain. I held a water bottle up and collected rain as well. I would drink whatever I collected. I tried to figure out a better/quicker process. I found a mint can, and I took the top off and collected water that way because it was easier than the bottle method. I did this pretty much through the night. My No. 1 priority was hydration. Later, toward Tuesday morning, I found a second bottle of water in my bag. One other thing to note is my watch was on my left arm and it was pinned so I couldn't move it. I had no sense of time.

Norris: What was your priority on Tuesday? Did you think planes would be in the air?

Steinbock: One encouraging thing was hearing the planes fly, which I knew were probably Civil Air Patrol planes. I knew things were already moving, and I was actually amazed that CAP was in the air and organized that soon. I listened and tried to figure out how far away they were. I didn't know if there would be a ground team, but I certainly knew there would be CAP planes. I heard ground vehicles in the area. ... I was close to a paved road. I soon realized they couldn't see me from the road. After awhile, I determined the ground vehicles weren't looking for me. But, I wasn't sure. I also tried to figure out how to assist the rescuers in finding me, especially the aircrews. I flashed one of those cans as a mirror. I knew it was a stretch to

attempt this. I was under the canopy of the trees and I wasn't sure if people could see me. I turned on my laptop and tried to use the screen to be seen from the air. I was more focused on that, at that point, than I was on hydration.

Norris: Something I heard quoted: You were apparently trying to conserve power by turning the master switch on and off.

Steinbock: I never had access to the plane's master switch. The ELT was real close to my ear, and it was a new airplane with a new ELT. I knew the battery would last for a long time. At one point, I thought there was a ground crew and they were homing in on that signal. Sometimes, I would turn it on standby to conserve battery power and to see if the signal affected the rescuers.

Norris: You didn't tune to the emergency frequency on the radio to see if your ELT signal was transmitting?

Steinbock: No, I never had access to the master switch or the instrument panel.

Norris: Tuesday comes and goes and you are out there Tuesday night, so what is your strategy Tuesday night?

Steinbock: I thought there might be a fairly large ground crew out looking for me. I heard some four-wheelers until late into the evening. I think I was in a dream state some Tuesday night. I thought I saw lights from searchlights or strobes, and I assumed there was a ground team looking for me. But, I guess I dreamed that.

It never was confirmed there was a ground team looking for me.

I did some shifting around to get some circulation going. My legs were elevated above my head. My chest was lying on the top of the fuselage and my head was lying back toward the tail of the aircraft. I found some sectional maps that had been soaked with water during the thunderstorm, leaves and other papers. I took those maps and tore little pieces off and sucked the water out of them. I was lucky to get some water out of those. I think I also found a newspaper that was wet and sucked on that. Remember, it was very dark. Other than that, I was continually sticking the T-shirts out to soak up water and sometimes I would lay on them to cool my body off.

Norris: Did you sleep at all Tuesday night?

Steinbock: As it turned Wednesday morning, I think I did, although not significantly. I dozed. It didn't feel like I slept at all. I felt like I was up every single hour.

Norris: Wednesday morning comes — when did you start to hear aircraft on Wednesday?

Steinbock: I was sure it was before noon. By then, I was getting pretty exhausted. I was doing less searching for things in the aircraft and less moving around in the aircraft. I was propped up on a duffle bag, and then I started hearing the planes again. That was really encouraging. It gave me some more energy to do the things I needed to do. They started to fly pretty much over me. That was really encouraging. It started to look a whole lot better to me.

Norris: What about food? Had you had any food since the accident?

Steinbock: I did find an apple I had brought with me, and I did have some breakfast bars. That is all I had to eat. I didn't have much of an appetite.

Norris: What about your pain level on a scale of 1 to 10? What level of pain were you experiencing?

Steinbock: That was really interesting. I think the only real pain I had was on my chest where I was lying on my stomach. My rib cage felt like it was resting on a piece of the structure of the airplane. That was real sore there. I never had any sharp, piercing pain. On a scale of 1-10 — maybe a 3 or 4. It was never a real intense pain situation.

Norris: Did you remember hearing a ground team at all and how long did it take them to find you after you heard them?

Steinbock: The only time I heard a ground team was about the time I heard a helicopter flying overhead. To me, as an aviator, a helicopter means they have a really good idea where you are and they need a helicopter for obvious reasons so they can hover and do a more thorough search. He flew around a little bit, but not that much, and he hovered over me. Shortly after that, I heard the footsteps of the ground team. I called out to them just to make sure they were coming, I guess. They told me later they had to practically step on the plane in order to see it.

Norris: Your first contact with the ground team, what did you say to them and what did they say to you?

Steinbock: Actually, I put my hand out through an opening in the plane. I heard them talking about getting the helicopter away from me for a little while so they could communicate better with me. The helicopter was pretty loud and this hindered their ability to talk with me. I believe they radioed to the helicopter to move off. Then shortly after that, I just said I need water really bad. Then they gave me water from a camelback that one of the cadets had on his back.

Norris: How were you feeling at this point? You realized you were going to be rescued.

Steinbock: It wasn't that I was amazed I was getting rescued, because I felt really confident I was going to be rescued. However, it was a huge relief to finally realize it was a reality. That water tasted awfully good!

Norris: Your impression of how they handled getting you out of the plane and getting you to Memphis Medical Center?

Steinbock: I think they did a great job — and they were efficient. They went as fast as they could without being careless. The CAP people kept reassuring me help was on the way and it would be there really soon. They said someone would assess my condition. Apparently a sheriff's rescue crew had an EMT that examined me. They told me I didn't have any broken bones. They decided almost immediately they would have to use the Jaws of Life to get me out of the plane. They were just really efficient. They talked about the best way to do it, and they were being careful and reassuring to me by telling me what they were doing. I thought they were really well-trained and efficient.

Norris: Any thoughts about your family at this point?

Steinbock: Actually, I thought about them throughout, but I guess by Wednesday I had quite a bit of thought about that and what they might be going through back in Oregon. I think the communication was really good with them. Some CAP officer was talking with them the whole time, I found out later. I had taken a break from all those little tasks and had some time to think about things and

what my family was going through, and I thought I had to hang on for them and so on. I think I hit a low point on Wednesday morning. When I heard the aircraft again, that encouraged me. After I knew I was going to be OK ... I thought they would be hearing about my rescue pretty soon and that felt good. It was an uplifting experience, that's for sure.

Norris: Have you ever given any thought about writing about your experience so your family can better understand what you went through?

Steinbock: Actually, I have. I have written a journal that is much more thorough than our interview. I recorded that, and I have that documentation. I haven't been approached by anyone to write about it, though. I did talk with Bob Smalley about doing this interview with CAP for your publications. Of course, there were several requests to do interviews while I was in the hospital, and I refused. My brother advised me to do one general interview in the hospital. Of course, all the media representatives wanted an exclusive interview. I finally agreed to the "Good Morning America" interview (which aired on the Sunday morning following the accident).

Norris: Any closing comments, or have you considered joining Civil Air Patrol?

Steinbock: I was so impressed with the CAP, and I made some comments locally about people learning more about CAP. I will help support the CAP program in our high school here. That has really been my focus throughout, even while speaking nationally. I never wanted to give an interview where I talked about what happened to me particularly. I wanted to focus on what CAP had done for me. I was hoping the "Good Morning America" interview would (broadcast) that, but they didn't talk about that part of the interview. I am going to do everything I can to help get support for CAP locally. I just can't tell you enough what a great job you guys did!

Norris: Do you think you will ever fly again?

Steinbock: Of course, maybe in a couple of years. That was a mechanical failure thing and I have been around aviation all my life and I will continue to fly. ▲

CAP's Message:

Red Ribbons Mean 'No' to Drugs

By Russell Slater

Cadets drive golf carts using "fatal-vision" goggles to learn firsthand the dangers of driving while impaired.

F

For the 17th consecutive year, the U.S. Civil Air Patrol is partnering with all branches of the military, as well as schools, churches and community leaders across America, to promote Red Ribbon Week, Oct. 23-31, and a drug-free lifestyle.

"Our largest endeavor in community outreach is the Red Ribbon Week campaign," said Mike Simpkins, manager of CAP's Drug Demand Reduction Program. "The red ribbons show a person's outward stance against drugs and a personal commitment to maintain and promote a healthy, drug-free lifestyle."

"Those who wear the red ribbons are not only showing they support a drug-free world," said Simpkins, "but



they are also helping honor the memory of drug enforcement agent Enrique Camarena, who gave his life fighting the war on drugs. The program has been very successful thus far by providing support, knowledge and awareness."

CAP's Red Ribbon Week activities target CAP cadets, Air Force families, Department of Defense civilians and children nationwide. The program's goal is to educate young people and raise awareness as a means of prevention. It also doubles as an effective Cadet Program recruitment tool, educating youth about the myriad opportunities to be involved in positive community

“The red ribbons show a person's outward stance against drugs and a personal commitment to maintain and promote a healthy, drug-free lifestyle.”

— Mike Simpkins, CAP Drug Demand Reduction Program Manager

service activities as an alternative to drug use and gang violence.

“This is a joint effort from the heart to ensure we can have a better future for our children and our grandchildren,” said Lt. Col. Jett Mayhew, CAP’s DDR program director. “It’s about citizens serving the community and becoming aware.”

CAP’s support of military-sponsored drug awareness activities includes manpower, literature and “fatal-vision” goggles, which simulate the effects of consuming various levels of alcohol, said Mayhew.

“A lot of the wings bring flight simulators to these programs. When they attempt to ‘fly’ an airplane while wearing the goggles, it is extremely effective in getting the ‘Just Say No’ message across,” she said.

Other community partners helping CAP spread the “Just Say No” message include state and local health departments, the Boy Scouts and chambers of commerce, she said.

The Red Ribbon program is also linked to Halloween, Mayhew said. Each year, CAP members across the nation hand out drug-free literature and other promotional items to trick-or-treaters, like the red ribbons and DDR pencils, to help spread the anti-drug message. In addition, messages like “Boo! Say No to Drugs,” and “Don’t Be a ‘Dum-Dum,’ Stay off Drugs” often accompany the famous brand of suckers and other sweets, which are eagerly accepted by young hands.

“We’ve had phenomenal results during Red Ribbon Week,” she said. “Near Halloween we like to say ‘the sweetest things in life are drug-free.’”

CAP cadets also visit area schools throughout the year to teach drug education and how to say no to illegal drugs in social settings. In the near future, these talks will be complemented by one-minute commercials on the DDR program that were recently written and produced by cadets. The commercials will be disseminated to CAP wings for placement in schools in their communities, Mayhew said.

CAP chaplains are supporting Red Ribbon Week as well by promoting a drug-free lifestyle in church bulletins.

With the aid of community partners, CAP is working to prevent drug use and addiction by giving America’s youth the mental tools to “Just Say No.”

For more information about CAP’s DDR program and its Red Ribbon Week activities, visit www.cap.gov/ddr.

Red Ribbon

Drug Awareness Week

About Red Ribbon Week

Red Ribbon Week was first designated by Congress in 1988 to honor the memory of slain Drug Enforcement Administration Agent Enrique Camarena. Camarena was murdered by Mexican drug cartel members in 1985 while carrying out his duties.

The Air Force and Civil Air Patrol became involved in Red Ribbon Week in 1994 as a way to make a positive contribution in the lives of the families and children of service members. In later years, the program was expanded to include a drug education program for school-age children nationwide.



Photo courtesy of the Pentagon

An annual kickoff celebration for the national Red Ribbon campaign that CAP is a part of is held at the Pentagon in Washington, D.C. In 2006, Deputy Secretary of Defense Gordon England, right, accepts the Director’s Award for Distinguished Service presented by John P. Walters, director, White House Office of National Drug Control Policy, in recognition of 38 years of excellence by the Department of Defense Drug Demand Reduction Program.



If the success of the 2007 Annual Conference and National Board meeting held in Atlanta on Aug. 9-11 is any indication of what the future holds for the U.S. Civil Air Patrol, then I am pleased to report this organization is moving forward in the right direction. Aptly themed “Citizens Serving Communities,” the event focused on the value of CAP’s service to this great nation, the rock-solid relationships we have established with our business partners and the professionalism of our volunteer corps who step up and make it happen each and every day.

I was honored to participate in this year’s national awards ceremony, which recognized more than 70 members for professional excellence, including CAP Senior Member of the Year Lt. Col. Virginia M. Cullity of the Florida Wing, Cadet of the Year Lt. Col. Jessica D. Gentry of the Colorado Wing’s Parker Cadet Squadron and Silver Medal of Valor recipient Maj. Jim Shaw of the Georgia Wing who, at great risk, saved four people trapped in a building fire. These volunteers’ professionalism and willingness to sacrifice for a greater cause than themselves speaks to the heart of who we are and what we are all about as an organization.

CAP’s future depends on the quality and breadth of services provided to communities nationwide, and another crucial factor is how effective we are at communicating our incredible story at the national and local levels. With that in mind, I am extremely pleased to announce that the members of the CAP National Board unanimously approved a national marketing plan that features the new tagline “More Than Meets the Skies.” This compelling message stresses the broad range of volunteer services CAP provides, as well as the myriad volunteer opportunities available to members. The plan is designed to establish CAP’s brand and, in the process, ensure public understanding, appreciation and support for the work that we do. Implementation will begin this fall, following a 30-day fine-tuning session.

More than 80 public affairs officers representing 40 wings from across the nation attended CAP’s inaugural 2007 Public Affairs Officer Academy — a preconference activity held Aug. 7-8 — to learn about the marketing plan and to hone their skills and expertise in areas that will be critical to the marketing plan’s success. The comprehensive, two-day professional development conference provided attendees with invaluable networking opportunities complemented by seminars conducted by renowned marketing and public relations experts who were recruited for the event from across the nation.

Another highlight was the tremendous support CAP received from our sponsors. On behalf of CAP members worldwide, I thank each of them for their generosity which helped ensure the conference’s success. This year’s sponsors included Cessna Aircraft Co.; Wilson, Price, Barranco, Blankenship & Billingsley, P.C.; CDW-G; America’s Aircraft Engines Inc.; Vanguard Industries; Cobham Tracking & Locating Ltd.; Docupak; Consistent Computer Bargains; Quartz Aerospace; Earthlink; and Aviall Services Inc.

Lastly, I would like to publicly thank Jonathan Freed for his dynamic keynote address during CAP’s Aug. 11 banquet. A former CNN correspondent and current State Farm Insurance spokesperson, Freed aptly described the ways in which our members make a profound difference in America’s communities through volunteer service. His comments were a fitting end to what turned out to be an incredibly rewarding CAP annual conference.

Semper vigilans!

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

1st Air Force Visits CAP National Operations Center



Photo by Susan Robertson, CAP National Headquarters

1st Air Force Commander Maj. Gen. Hank Morrow, left, and Col. Dave Kriner, right, commander of the 601st Air and Space Operations Center at Tyndall Air Force Base, Fla., are briefed by CAP-U.S. Air Force Commander Col. Russ Hodgkins during a recent tour of the U.S. Civil Air Patrol's new National Operations Center at Maxwell Air Force Base, Ala. The operations center coordinates mission approvals, assists customers in accessing CAP support, and documents and reports both CAP corporate missions and Air Force-assigned missions, including the homeland security missions CAP conducts in support of 1st Air Force. 1st Air Force is responsible for ensuring the air sovereignty and air defense of the continental U.S. In addition to his 1st Air Force command duties, Morrow is commander of the Continental U.S. North American Aerospace Defense Command Region, also headquartered at Tyndall.

CAP Leaders Participate in Homeland Security Mission



Photo by Air Force Maj. David Kirby

Members of the U.S. Civil Air Patrol's leadership took part in a homeland security mission flown off the coast of Florida recently in support of 1st Air Force and the U.S. Coast Guard. Acting CAP National Commander Brig. Gen. Amy S. Courter, center, was accompanied by, from left, 1st Lt. Richard F. Davis, co-pilot; Lt. Col. Luis A. Garcia, pilot and assistant national director of homeland security; Lt. Col. Edward C. Wolff Jr., national director of homeland security; and Brig. Gen. Richard L. Anderson, deputy chief of staff for strategic missions, for the four-hour sortie aboard a CAP Gipsland GA8 Airvan.

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

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Maj. Kristofor Copes, left, and Lt. Col. Mark Ashcraft of the Indiana Wing stand in front of an Applebee's restaurant where a fire broke out in the kitchen. The pair's heroic efforts earned them the U.S. Civil Air Patrol's Silver Medal of Valor after they helped employees escape through a back door and then performed first aid on a severely burned worker.



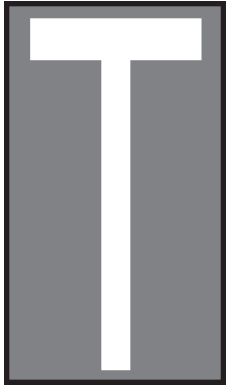
Photo courtesy of the Windsor (Colo.) Beacon

American Red Cross Centennial CEO Ken Williams, right, presents then-Windsor High School senior Adam Rae with a Certificate of Merit for his quick thinking and deliberate application of his skills during an automobile accident in Fort Collins, Colo. Rae's efforts also earned him the U.S. Civil Air Patrol's Silver Medal of Valor. At left is student body co-president Josh Larson.

Silver Medal of Valor

Members' Bravery, Training Save Lives

By Neil Probst and Lenore Vickrey



Then-cadet Adam Rae grabbed the seatbelt, burning his fingers, pressed the release and wrestled the injured, unconscious driver out of his seat.

Sweating from the heat of the burning, crashed SUV and from the stress of trying to save a man with a chunk of skull missing, Rae began CPR and continued for 12 minutes,

perhaps the longest moments of his life.

The night in August 2005 had begun more leisurely as he rode with friends. Then, before their eyes, they witnessed the horrible crash that split a well-built auto in half.

Now, a man's life depended on him, as dozens of bystanders just watched in the night, requiring prodding from Rae to supply the cadet with shirts to suppress the bleeding.

Rae, now a CAP officer, received first- and second-degree burns, but he didn't factor his own safety into the equation, even though flash fires twice knocked him to the ground.

"There were 150 people standing around and nobody else would do anything, because it was so absolutely horrific that everyone was in shock," said Rae, remembering the college student he was trying to save and the young man's friend, who lay dead nearby.

The young man later died in a Colorado hospital, but for actions that appeared to bystanders to be superhuman for a high school senior, Rae was awarded CAP's highest honor — the Silver Medal of Valor.

Rae donned the medal at the 2007 Rocky Mountain Region Annual Conference held at the U.S. Air Force Academy in Colorado Springs, Colo., in mid-September.

He credits CAP, as well as his service as a volunteer American Red Cross instructor, with preparing him to battle impending death and, hopefully, keep the victim alive.

"I started off with basic first aid and CPR, which is what we learned as a unit through the Fort Collins Police Department," Rae said of the Colorado Wing's Thompson Valley Composite Squadron training.

"CAP gave me the ability to keep my head," he added. "The events I experienced in CAP with search and rescue made me better prepared to handle myself in this kind of event. I think the biggest thing is the confidence I learned to be able to go in and do that."

Rae could have died, but Medal of Valor winners rarely consider that possibility. They're too focused on the rescue.

The Washington Wing's Maj. Todd Wigal is living proof.

Necessity and adrenaline

Wigal was driving to a CAP meeting on Jan. 6, 2005, when the professional firefighter saw thick black smoke rising from an apartment in Burlington, Wash.

Off duty at the time, he knew an elderly man and

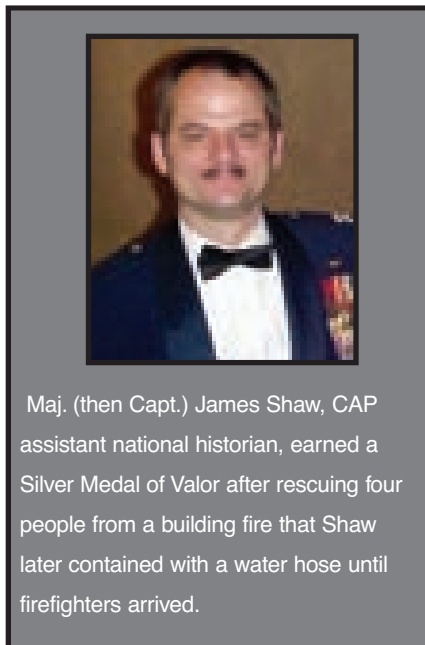
woman lived in the apartment, because his fire department had been there on several emergency runs.

Entering the apartment appeared impossible. Even a police officer was driven back by smoke and heat after kicking in the front door and spotting an unconscious man on the floor.

Wigal went in regardless.

"I knew because of how fast the fire was growing that if he had any chance of survival, we were going to have to get him out immediately," he recalled.

Wearing no protective gear, Wigal crawled several feet inside, grabbed



Maj. (then Capt.) James Shaw, CAP assistant national historian, earned a Silver Medal of Valor after rescuing four people from a building fire that Shaw later contained with a water hose until firefighters arrived.

the man by his feet and pulled him to the doorway.

A police officer helped Wigal carry the man to the parking lot.

Later, the CAP member, who was treated for smoke inhalation, could barely explain what possessed him to save the man's life.

"I realize it wasn't the smartest decision I've ever made, but I acted out of necessity and adrenaline," said Wigal, who was awarded the Silver Medal of Valor in June 2006.

Making a difference

Before adrenaline kicks in, it's training that helps CAP members step into dangerous circumstances.

Joe Abegg, CAP national director of emergency services, says first aid skills that CAP volunteers learn often saves lives.

"Nine times out of 10 when you come upon an accident scene, the first aid is what's going to stabilize a person and save their life, especially if they're bleeding profusely. If you can get there, stabilize the person and control their bleeding, you'll likely save their life," he said.

Abegg said CAP members also learn the ABCs during training: "A" for checking to make sure a victim has a clear airway; "B" for making sure the person is still breathing; and "C" for checking the victim's circulation, which includes using pressure points to stop or slow down bleeding and elevating the wound if needed.

Members also learn how to keep a victim from going into shock when an injured person's blood pressure dips to an extremely low level.

Preventing shock can be accomplished by blanketing a cold victim. While that sounds simple, said Abegg, CAP members who learn about shock during first aid courses are much more capable of saving a life.

"Our people make the difference," he said. "If there's a time delay for other medical responders to get there, we've stabilized them and kept them alive until medical personnel can get on the scene." ▲



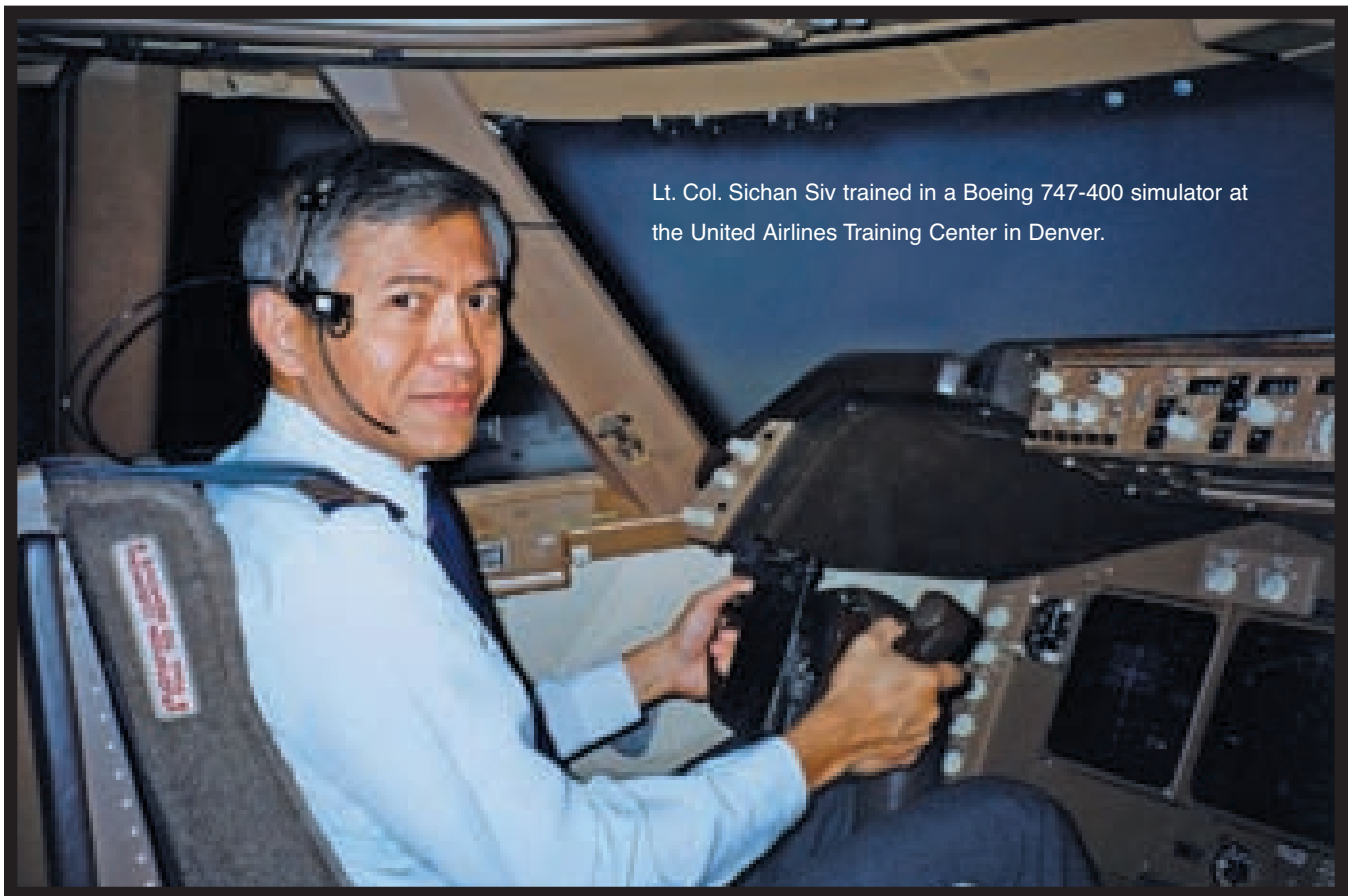
Maj. Todd Wigal, right, standing with former Washington Wing Commander Col. Ernestus Schnabler, received the U.S. Civil Air Patrol Silver Medal of Valor for crawling into a burning apartment and pulling a man from the fire.

Photo by Col. Ken Salzman, Washington Wing

An advertisement for Aviation Technology at Sinclair Community College. The top part features a logo with a stylized 'S' and the text "Aviation Technology" and "Affordable • Quality • Flexible • Job Ready". Below this is a photo of two men in pilot uniforms standing next to an aircraft. The text "One of the top community colleges in the nation" is overlaid on the photo. A red banner at the bottom of the photo says "success starts here" with a stylized 'S' logo. Below the banner is a list of programs: "Aviation Technology—one of the many associate degrees and technical certificate programs offered at Sinclair Community College, preparing graduates for hands-on careers in Professional Pilot, Aircraft Mechanic Training, Flight Dispatcher, Flight Attendant". At the bottom of the ad, contact information is provided: "(937) 512-3000 • 1-800-315-3000 • www.sinclair.edu".

From the **Killing Fields** to the **White House**

Sichan Siv never lost hope for the American Dream



Lt. Col. Sichan Siv trained in a Boeing 747-400 simulator at the United Airlines Training Center in Denver.

By Donna Harris

A

As a young boy in Cambodia in the 1960s, Lt. Col. Sichan Siv listened to the planes taking off and landing at the airport near his home, their engines revving his imagination and fueling his dreams. His mother told him, “Never give up hope.”

“I always wanted to fly one of those,” he said.

Someday Siv would fly planes, but his life took a lot of turns before he landed in the pilot’s seat.

After graduation in Cambodia, he taught in a high school and

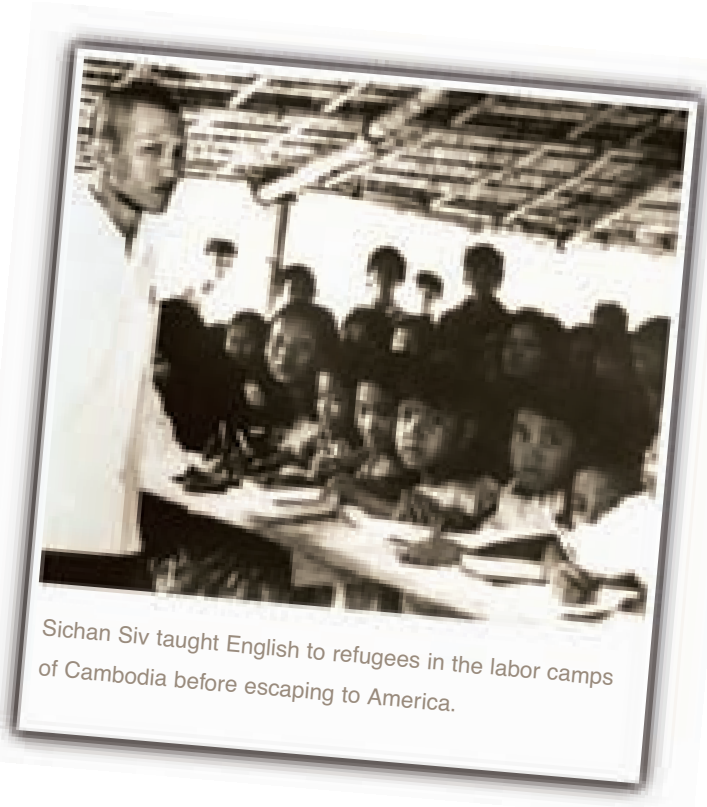
was a flight attendant for Royal Air Cambodge. Siv was educated and he was a friend to the U.S, working for the humanitarian service organization CARE, Cooperative of American Relief Everywhere. For implementing food distribution to half a million refugees, he became a target of the Khmer Rouge, the communist guerrilla group led by Pol Pot, who took power in Cambodia in 1975.

He missed a U.S. evacuation helicopter by 30 minutes, because he was arranging food and medical supplies for 3,000 stranded refugee families in an isolated province. He and 15 members of his family left their homes a few days later with only what they could carry, joining a throng of 3 million other Cambodians doing the same thing.

A refugee survives the Killing Fields

Siv saw decomposing bodies along the roadside, dead from exhaustion and executions. In a *New York Times* article headlined “The Karma of the Killing Fields,” Siv said Cambodia had become “a land soaked with blood and tears, a hell on earth.”

So his presence wouldn't endanger his family, Siv



Sichan Siv taught English to refugees in the labor camps of Cambodia before escaping to America.

traveled across Cambodia on a bicycle for three weeks until he was stopped and placed into a Khmer Rouge work unit, where he endured 18 hours of hard labor and

ABOUT SICHAN SIV

- 2006-Present International Consultant, San Antonio
- 2001-2006 U.S. Ambassador to the United Nations, Economic and Social Council, New York
- 1997-2001 Managing Director, Hayes & Co., Washington
- 1995-1997 Financial Adviser, Prudential Securities, Washington
- 1993-1995 Managing Director, Commonwealth Associates, New York
- 1992-1993 Deputy Assistant Secretary, U.S. Department of State, Washington
- 1989-1992 Deputy Assistant to the President, the White House, Washington
- 1987-1989 Manager, Institute of International Education, New York
- 1983-1987 Adviser, Cambodian Delegation to the United Nations, New York
- 1977-1983 Statistician, Lower Eastside Service Center, Staff Officer at Lutheran Immigration and Refugee Service, Management Associate at Marine Midland Bank and Finance Officer at the Episcopal Church, New York.
- 1976-1977 Apple picker, fry cook and taxi driver
- 1975-1976 Prisoner in forced labor camps under Khmer Rouge
- 1972-1975 University of Phnom Penh studying education, law and English
- 1969-1973 CARE's Program Associate in Phnom Penh, Cambodia

one meal a day.

He eventually escaped, making his way through the jungle, avoiding mines and patrols and doing without food or drink for three days, until he was severely injured in a booby trap. He was jailed for illegal entry into Thailand and placed in a camp, where he taught English to other refugees.

Siv made it to America on June 4, 1976, with \$2 in his pocket and his mother's words: "Never give up hope."

A hopeful immigrant chooses to adapt and be adopted

In Connecticut he picked apples, washed dishes and flipped hamburgers. In New York he drove a taxi. He said he chose to adapt to his surroundings to become adopted by his promised land. "I kept on working, working. I did everything that came my way," he said.

He attended Columbia University's master of international affairs program on a scholarship, which led to a position as an adviser to the Cambodian Delegation to the United Nations.

His decade-long interest in the U.S. political process caused him to volunteer for George H.W. Bush's presidential campaign to better understand elections, and on



President George W. Bush is impressed with Ambassador Sichan Siv's elephant-print jacket lining. Siv served as an ambassador to the United Nations from 2001 to 2006.

Feb. 13, 1989 — exactly 13 years after he began his escape through the jungles of northwest Cambodia — Siv became the first American of Asian ancestry to be appointed a deputy assistant to a U.S. president.

While working at the White House, a chance meeting with a computer repair technician piqued his interest in the U.S. Civil Air Patrol. Siv's computer was on the fritz, and while the technician worked on it, she learned of his interest in flying. She suggested he give CAP a try.

He joined in 1990 and trained to be a pilot while a member of the National Capital Wing in Washington, D.C.

Siv's American dream comes true

From 1993 to 2001, Siv continued his distinguished career as a consultant and director for several major financial corporations.

In 2001, President George W. Bush appointed Siv as a delegate to the 57th U.N. Commission

on Human Rights, then later that year he was unanimously confirmed by the Senate as the 28th U.S. ambassador to the United Nations Economic and Social Council.

While he was ambassador to the U.N., he let his



Sichan Siv was deputy assistant to President George H.W. Bush from 1989 to 1992, serving as principal liaison to public interest groups. He was also leader of the White House Communications Task Force on national security issues.

CAP membership lapse, but now that he is in the private sector he has joined the Civil Air Patrol's Texas Wing and is a lieutenant colonel with the Bexar County Senior Squadron near his home in San Antonio.

He encourages others to join CAP for the opportunity to be part of search and rescue operations. "I am proud to be wearing a uniform," he said.

Following a political career in which he has impressed world leaders and five U.S. presidents, Siv has continued his tradition of adaptability in the private sector as an international consultant, advising corporations on foreign investment strategies. He also oversees refugee resettlement and educational exchanges.

His wife, Martha, often travels with him as he brings his motivational message of hope and endurance to audiences around the world.

His book, "Golden Bones," is set for publication by HarperCollins in spring 2008. In it, Siv recounts his journey from humble beginnings in Cambodia to the White House and the U.N.

The life of the man who is fluent in English, Khmer, French, Spanish, Thai, Japanese, German and Arabic is also condensed on the pages of his Web site, www.sichansiv.com, which begins with Siv's rendition of a Bee Gees song.

"I started a joke, which started the whole world cry-



ing, but I didn't see, the joke was on me. I started to cry, which started the whole world laughing. If I'd only seen that the joke was on me," Siv sings.

"It's a contradiction," he explained. "My life is not the traditional path. You don't start in the Killing Fields and end up in the White House."

Siv will be forever scarred by his journey, though the external wounds healed years

ago. After arriving in America, he

learned his mother, brother and an older sister and their families were clubbed to death by the Khmer Rouge. He is the only survivor from the original group of 16 who left Phnom Penh together.

Yet he holds on to hope, just like his mother told him. And that is what he wants to be remembered for.

Siv is someone who became adaptable to his circumstances and survived to make the most of his life and his mother's memory.

His friend, Joe Connors of Arlington, Va., took the portraits of Siv for his Web site. "He survived and not only did he survive, he made something of his life that is obviously a testament to his mother, to make this a better world," he said.

Connors said whenever a tough roadblock comes his way, he recalls Siv's life. "Take a look at this guy's Web site when you feel frustrated and you'll feel a lot better," he said. "He is quite an inspiration." ▲

“My life is not the traditional path. You don't start in the Killing Fields and end up in the White House.”

— Former U.N. Ambassador Sichan Siv

By Janet Adams

M

Maj. Samantha “Combo” Weeks, who flies the No. 6 position with the U.S. Air Force

Thunderbirds, is the demonstration team’s first female solo pilot. She performs hair-raising, close-in maneuvers during 90-minute performances alongside six male pilots and one other female pilot — Maj. Nicole Malachowski, who flies the No. 3 position. Both Weeks and Malachowski are former U.S. Civil Air Patrol cadets, as is Maj. Tad Clark, the team’s advance pilot/narrator.

What does it take to become a Thunderbird pilot? Courage, commitment, hours of rigorous training, intense concentration and nerves of steel. A strong stomach helps, too.

“Our performance requires a constant pulling of g-forces. This is very physically demanding,” said Weeks. Just reading about the maneuvers — fast passes, slow passes, fast and slow rolls, mirror formations (the No. 5 solo position flies upside down!) and opposing passes that seem to be on a collision course — is enough to make your head spin and your stomach churn.

Another unwritten prerequisite to becoming a Thunderbird is perhaps associated with Weeks’ common experience with Malachowski — the U.S. Civil Air Patrol Cadet Program. Weeks (whose maiden name is Glinski) is a former New York Wing cadet



From the time she was a child growing up in Rome, N.Y., Air Force Maj. Samantha Glinski Weeks wanted to be an Air Force fighter pilot. The former New York Wing cadet became a member of the famed Air Force Thunderbirds aerial demonstration team this year.

and Malachowski is a former California Wing cadet.

Weeks’ CAP cadet experience began in 1990 when she and her father, a retired Air Force master sergeant, dropped in on a Rome Composite Squadron meeting in Rome, N.Y., where the squadron commander, Lt. Col. Steve Perta, signed her up.

“Samantha progressed through the cadet program, earning the Gen. Billy Mitchell and Amelia Earhart awards,” Perta recalled. She was active on the Wing Cadet Advisory Council and in high school

Thunderbirds’ First Female Solo Pilot Was A CAP Cadet

sports. She earned a nomination and appointment to the Air Force Academy at 17 after graduating from Rome Free Academy in 1993.

Weeks credits the CAP Cadet Program with helping her become an Air Force officer. “CAP instilled in me the required discipline to be both a follower and leader. It taught me how to follow a standard and to always strive for the utmost perfection in any venture undertaken. I am proud to be associated with the Civil Air Patrol,” she said.

Within a few years of joining the Air Force, Weeks was piloting high-performance jets and was an instructor pilot assigned to Elmendorf Air Force Base in Anchorage, Alaska. It was not until early 2000 that Weeks had any interest in the Air Force Thunderbirds. She credits previous Thunderbirds members with inspiring her to join the team.

Facing death-defying challenges in the air was not new to her. “Prior to being accepted as a Thunderbirds pilot, Weeks flew an F-15C Eagle patrolling the no-fly zone over northern Iraq, where she came under anti-aircraft fire,” said New York Wing public affairs officer 1st Lt. Bob Stronach.

This year has been a particularly arduous one for the Thunderbirds. The team’s performance schedule, running from March 24 to Nov. 11, commemorates the 60th anniversary of the Air Force by taking the airmen’s story abroad. In June, the skies over Galway, Ireland; Krezesiny, Poland; and Bucharest, Romania,

Cadet 1st Lt. David Pankove of the New Jersey Wing, left, and Cadet Tech. Sgt. Jeffery Phillips and Cadet Maj. Bryan Feurer, both of the New York Wing, grab a Kodak moment with Weeks during a recent McGuire Air Force Base air show.

resounded with the power and thunder of the team’s skillful, heart-stopping demonstrations. In July, the Thunderbirds performed in Bulgaria, Italy, France and the United Kingdom before returning to the U.S. late in the month. Appearances stateside and in Hawaii will complete the 2007 schedule.

For Weeks, her first year with the Thunderbirds so far has been memorable. It was made all the more so, she remarked, when “I had the opportunity to interact with young children from across the country — and this year, the world — all of whom I met during school visits, on a CAP tour or in the autograph line.”

Obviously, the Thunderbirds’ first woman solo pilot, Maj. Samantha “Combo” Weeks, is performing not only with precision and courage, but also with grace and warmth. ▲

About the Thunderbirds

Totally awesome! Incredible! Thrill-a-second! Spectators at U.S. Air Force Thunderbirds’ demonstrations — stateside and abroad — enthusiastically describe this unique performance by the elite Air Force Thunderbirds. The distinctively decorated red, white and blue F-16 Fighting Falcons, piloted by specially trained men and women, execute four aircraft-diamond formations, interspersed with heart-stopping solo routines highlighting the maximum capabilities of their single-engine jet fighters. Every moment of the demonstration demands flawless precision.

Air Force officers chosen for the squadron serve a two-year assignment, and enlisted personnel serve three to four years. Replacements for about half the team must be trained each year, providing a constant mix of experience.



Photo by Capt. Bob Elwood, New York Wing

Having A Blast



Twelve-year-old Eric Testman of the Connecticut Wing, left, and the U.S. Civil Air Patrol's other 22,000 cadets are at their best in the summer, taking part in dozens of exercises and activities centered on leadership and flight training. Their experiences, vital to the future of America's aerospace industry, are not only enriching but also a whole lot of fun.

Best Of The Best

National Cadet Competition Inspires Excellence

Photo by Susan Robertson, CAP National Headquarters



Members of the Southeast Region drill team, led by Cadet Maj. Luis Colon, stand at attention. They were victorious in this year's NCC.

By Kimberly L. Wright

For more than 160 U.S. Civil Air Patrol cadets nationwide, the journey to the 2007 National Cadet Competition didn't just begin with boarding a plane or van for the trip to Ohio. It represented the culmination of months and months of hard work, a journey of dedication and sacrifice.

NCC is more than a mere competition pitting team against team. Although only the Southeast Region drill team and the Southwest Region color guard could hoist the U.S. Air Force Chief of Staff's award trophy as champions at the competition's end, all participants took away something valuable from the event. The NCC experience reinforced values and skills emphasized in the CAP Cadet Program — with leadership and excellence put

to the test in the team drills, color guard posting events, aerospace and science panel quizzes, written test, in-rank inspection, mile run and volleyball competition.

Sixteen teams traveled to Dayton, Ohio — one four-person color guard and one 13-person drill team from each of CAP's eight regions. They were rewarded for challenging themselves to achieve their personal best by demonstrating, in settings ripe with history, why they are the best of the best.

The competition was held June 28-July 1 at Wright State University, Huffman Prairie Flying Field, the National Museum of the U.S. Air Force and Sinclair Community College.

Dedication and sacrifice

Cadets earned the right to compete nationally by winning their wing and regional competitions. Cadet Sponsor Member Leslie Lazo, mother of Pacific Region Color Guard Cadet Commander Master Sgt. Elena Lazo and Senior Airman Ariana Lazo, said practice for the NCC "started shortly after the 2006 competition and became more frequent as this year's showdown drew closer."

The competition was a family affair, with parents, grandparents and siblings traveling to Dayton to support the team.

Cadets pushed the limits of space and time to train. Master Sgt. Hannah Krueger of the South Dakota Wing, a member of the North Central Region drill team,

noted, "We've been practicing about once a month, spending a weekend together, just working all day for about three days. It takes away time from other activities, but it's been worth it for me."

2nd Lt. Christina Cassabaum of the Arizona Wing, a member of the Southwest Region drill team, detailed the headaches her team faced just to practice. "We all live in different cities, so we had to travel up to 300-450 miles, depending on where we were practicing. That takes a long time," she said.

In addition, preparing for in-ranks inspection required extreme attention to detail. Southeast Region Color Guard Cadet Commander Master Sgt. John Gramke of the Florida Wing said, "In just preparing our shoes, we spent I don't know how many hours over an entire day. The other day we spent probably 10 hours cleaning and pressing our competition shirts."

NCC participants ranged from veterans to rookies. The Utah Wing color guard, which represented the Rocky Mountain Region, elicited cheers from its peers, who appreciated the long odds the team overcame to compete at NCC.

The Utah Wing made the nationals without the benefit of a coach. "We've had to find out about

all of the regulations on our own," said Staff Sgt. Jooyoung Lim. "This is our first time going to wing competition, the first time going to regional competition and the first time going to nationals. It's pretty cool we made it this far." Utah Wing Commander Col. Robert Bost said, "I am their wing commander, and I didn't even see it coming."

Inspiration and perspiration

Venues for the competition included the National Museum of the U.S. Air Force, where cadets performed drill routines and faced inspection in the company of large planes and historical displays, and Huffman Prairie Field, where runners raced at the site where Wilbur and Orville Wright perfected flight. The temperate, sunny Ohio summer provided perfect weather for the mile run. Cadets cheered each other, disregarding team affiliations in favor of recognizing their common bond as cadets.

With every step of the competition,

2007 NCC Sponsors

Sinclair Community College (Dayton, Ohio)
Embry-Riddle Aeronautical University
National Museum of the U.S. Air Force
National Park Service
Wright State University (Dayton)
Homewood Suites (Fairborn, Ohio)
Sprint-NEXTEL
Cintas First Aid (Cleveland)
U.S. Air Force judges



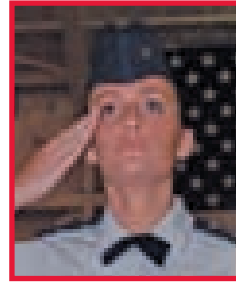
Master Sgt.
John Gramke



1st Lt. Katie Ewing



Master Sgt.
Elena Lazo



2nd Lt. Abby Black



Staff Sgt.
Jooyoung Lim

the cadets knitted more closely together. Staff Sgt. Julian Davila of the New Hampshire Wing, a member of the Northeast Region drill team, developed a rapport with fellow CAP cadets from across the country. “You become friends with them and you learn about different cultures, different people and different personalities,” he said.

Middle East Region Drill Team Cadet Commander 1st Lt. Katie Ewing of the Delaware Wing, a fourth-year NCC competitor, shared the effect NCC has had on her. “Civil Air Patrol has given me a lot of self-discipline and a whole lot of character. It’s made me the person I am,” said Ewing. “With the drill team, you have to be sharp, and that’s something you have to be every day in a workplace.”

Drill team cadets exercised their creativity by coming up with routines for innovative drill, a favorite drill team event. Pacific Region Drill Team Cadet Commander 2nd Lt. Abby Black of the Washington Wing took inspiration from an unexpected

place — a math class. “My older brother, who was a drill team commander as well, told me to think up shapes first, so part of our innovative drill is to make a sinusoidal graph. I was sitting in math class one day, and it was just like, hey, how awesome would it be to make a sinusoidal graph at innovative?”

Other sources of inspiration cited by cadets included ROTC routines, previous competitions and cheer-leading routines. “Our coach used

to plot out our innovative moves on a chess board,” said Ewing.

Color guard teams are faced with a significant duty — the proper care and handling of the American flag in a variety of situations, whether marching or posting the colors. “I think it’s a great opportunity we have as cadets to participate on a color guard,” said Chief Master Sgt. Ben Dilley of the Nebraska Wing, North Central Region color guard cadet commander. “We have the



Photo by Susan Robertson, CAP National Headquarters

The North Central Region drill team undergoes inspection, where their attention to detail is evaluated.

opportunity to carry the flag, march in different events and ultimately honor our veterans who have provided us with freedom.”

The NCC staff, largely made up of former cadets, also upheld the cadet tradition of excellence by going above and beyond the call of duty in their support roles. When a ground incident caused the Pacific Region drill team’s flight to be canceled the day before the competition, it threatened the team’s ability to compete, because taking the next available flight would have caused them to miss the first day. 1st Lt. Thomas Rehman and Capt. Andrew Shepherd, both of the Ohio Wing, found that unacceptable. “It would just offend my sense of fairness if they got sidelined by something that wasn’t even their fault,” said Rehman.

After several calls, Rehman and Shepherd obtained a full airfare refund from United Airlines, as well as a flight on Southwest Airlines that allowed the drill team to make the competition on time, at a discount of more than \$2,000 from the cost of the original fare.

How did they pull it off? “I think it was a combination of knowing how airlines operate from my work experience, Tom’s salesmanship when he was working with Southwest and many kindhearted people at both Southwest and United Airlines who were willing to help out the team,” said Shepherd. “I can’t say enough about how great Southwest and United Airlines were.” ▲

COS Cadets Unite to Become Leaders

By Neil Probst

The fall briefly knocked the air from Cadet Capt. Daniel Bracken’s lungs. He quickly shook the shock, but the jolt will always remind him of U.S. Civil Air Patrol’s Cadet Officer School.

“We didn’t really work as a team very well on that obstacle. The pole wasn’t in the socket all the way, so it slipped off,” said the New Mexico Wing cadet.

Bracken and 116 other CAP cadets survived Project X, a series of challenges that tested their ability to overcome adversity as a team.

The obstacles are the property of Squadron Officer College at Maxwell Air Force Base in Alabama, and the cadets endured training that Air Force captains themselves face.

Many youth, like Cadet 2nd Lt. Tyler Dimock of the Wyoming Wing, enjoyed the idea of scaling mock minefields.



Photo by Susan Robertson, CAP National Headquarters

Dr. John Kline, acclaimed author on interpersonal communications, speaks to cadets at Huntingdon College in Montgomery, Ala. Kline was among a dozen guest lecturers who spoke to COS students about different expectations of leaders.



Cadet Lt. Col. Stephanie Petelos of the Alabama Wing walks up a plank during a Project X exercise in which her flight constructed a bridge over a hypothetical minefield.

Dimock and each of the flights worked together to “survive” eight different tests with names like Piranha Bath, Tarzan’s Tangle and River Cry, not to mention the Bridge Over Troubled Water.

“I thoroughly enjoyed Project X. It was a nice turnaround from the grueling paperwork we did the other days, and it really allowed us to work together as a team,” Dimock said.

Dimock’s team used planks and metal to scale a wall in a mock minefield without touching the ground or the

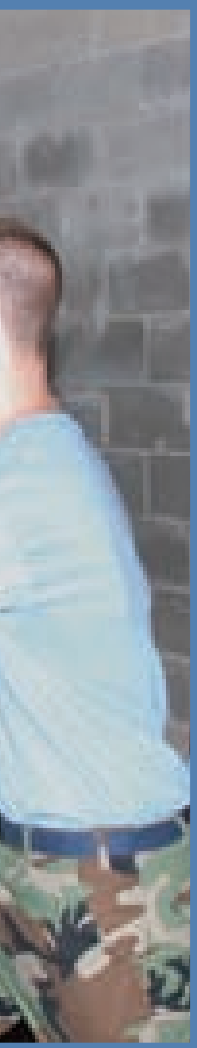
wall itself.

One team toiled with poles, a barrel and rope until their deadline arrived, only to discover they just needed the poles.

Cadet 2nd Lt. Israel Groves of the Virginia Wing said the projects taught them about the importance of planning and leadership.

“The person in charge had to take charge or the job didn’t get done, and you had to work fast,” he said.

“The obstacles help you learn to think quickly and to



recognize which team members need help with the project,” he added.

Prometheus who?

Project X capped 10 days of intense study and exercise in which cadets learned leadership and teamwork skills that helped them successfully leap the landmines.

Retired Air Force Col. John Warden introduced the youth to Prometheus, a mythic Greek who gave mankind the ability to think ahead, or strategize.

“A country that lacks strategy decreases its chances of winning wars. In the business world if you spend a lot of energy with no strategy, at the end of a long time, you’re no better off,” Warden said.

Speakers like Warden, architect of the Operation Desert Storm air campaign, keep cadets coming to Cadet Officer School because they learn lessons valuable to their future, regardless of whether they enter the military.

Cadet 2nd Lt. Angelica Martinez of the Puerto Rico Wing said Warden’s words really made sense to her, and she looks forward to applying them in her life.

“He said that to make things better, you have to think first. If you don’t think, you’re going to mess up,” she said.

Something for everyone

Messing up is part of learning, a reality the cadets discovered throughout nearly two weeks of writing and presenting air power presentations.

The youth also took part in team leadership exercises that found them walking the halls of Huntingdon College in Montgomery, Ala., silently, like ants, as they arranged puzzle pieces using nonverbal communication.

And then there were the sports activities in the evenings, perfect for the Florida Wing’s Cadet Capt. Meagan Puchala.

“I played volleyball for eight years, so volleyball’s my thing, and when I saw volleyball on the schedule, I couldn’t wait,” said Puchala.

An aspiring U.S. Air Force flight nurse, Puchala is currently attending Central Florida Community College.

“At first it (COS) was a little intimidating because of all the assignments, but once you get the schedules down, it’s actually really fun and you meet a lot of new people. I really enjoyed COS,” she said.

Magic act? not!

So, how do you vastly improve the confidence, teamwork and business sense of more than 100 young people in 10 days?

A lot of adults pitch in.

Col. Kay Joslin Walling, CAP director of Cadet Officer School who is in her eighth year with the program, said COS would not happen without the support from 13 CAP officers and 11 Air Force Reserve leaders as well as the use of Air Force facilities.

“This is a tight team of people who work closely together all year to pull this off. It’s a real privilege to get to work with the people on the Air Force side and the CAP side,” she said. ▲



Capt. Meagan Puchala



Capt. Daniel Bracken



2nd Lt. Tyler Dimock



2nd Lt. Israel Groves



2nd Lt. Angelica Martinez



Retired Air Force Col. John Warden

Cadet Summer Activities Catapult CAP Youth's Dreams, Careers

Engineering Technologies Academy

Cadet Master Sgt. Ian McDonough of the Missouri Wing cuts a sheet of carbon fiber to place on his airfoil at the Engineering Technologies Academy in Auburn, Ala. The academy targets students interested in engineering and aviation careers.



Photo by Susan Robertson, CAP National Headquarters

Aircraft Manufacturing and Maintenance Academy

Cadet Senior Master Sgt. Stephanie Pacitti of the Massachusetts Wing helps construct an airplane at the Cessna Aircraft Co. maintenance training and manufacturing facility in Independence, Kan. CAP cadets spent a week at the facility observing professionals fabricating and building Cessna planes. The youth also received hands-on instruction on simulators in the maintenance training facility.



Photo by Susan Robertson, CAP National Headquarters

Specialized Undergraduate Pilot Training Familiarization Course



Photo courtesy of Columbus Air Force Base photography

Cadet Master Sgt. Jacob Heard of the Georgia Wing appears set to blast off in a T-38 Talon at Civil Air Patrol's Specialized Undergraduate Pilot Training Familiarization Course at Columbus Air Force Base in Mississippi. CAP cadets attended class and learned side-by-side with real Air Force student pilots.

Air Force Space Command Familiarization Course



Cadet 2nd Lt. Annabel Andrews of the Texas Wing takes the stick of a military helicopter while taking part in the Air Force Space Command Familiarization Course in Vandenberg, Calif.

Advanced Technologies Academy



At the Advanced Technologies Academy held at Peterson Air Force Base, Colo., cadets hone technological skills using sophisticated tools such as ARCHER (U.S. Civil Air Patrol's Airborne Real-time Cueing Hyperspectral Enhanced Reconnaissance system), satellite-transmitted digital imaging and the Satellite Tool Kit.

Aerospace Education Academy



Photo courtesy of Aerospace Education Academy

Civil Air Patrol cadets take part in a team-building exercise employing a Hula Hoop during the Aerospace Education Academy held in Oshkosh, Wis. They are, from left, Cadet 2nd Lt. Caleb Anderson, Florida Wing; Cadet Senior Airman Julen Arozamena, Idaho Wing; Cadet Robbie Johnson, Connecticut Wing; Cadet Chief Master Sgt. Morgan Volbrecht, Wisconsin Wing; and Cadet 2nd Lt. Emily Willson, Kansas Wing.

National Flight Academy



Photo by Capt. Tim Brendle, Virginia Wing

Cadet Maj. Cass Sisto of the Colorado Wing receives the traditional post-solo "baptism" into the fellowship of flyers following his solo flight in a Cessna 172 Skyhawk at the National Flight Academy in Blackstone, Va.

Honor Guard Academy



Photo by Lt. Col. Chad Morris, South Carolina Wing

Eight cadets at the National Honor Guard Academy in Westminster, Md., get hands-on experience folding an interment flag. The training covers four honor guard elements — ceremonial/demonstration, colors, funeral and drama.

Blue Beret

Cadets Hone Skills At World's Largest Air Show



Photos by Susan Robertson, CAP National Headquarters

By Lenore Vickrey

A total of 107 U.S. Civil Air Patrol cadets from across the country became part of the world's largest air show July 23-29 when they participated in National Blue Beret. NBB was held in Oshkosh, Wis., as it is every year, at Experimental Aircraft Association (EAA) Airventure Oshkosh.

"As I told the cadets there, this is the Woodstock of aviation," said Col. Austyn Granville Jr., the event's activity director. "It's an experience that shouldn't be missed."

Blue Beret participants perform many valuable services during Airventure, which attracted more than 10,000 airplanes and 560,000 persons this year, according to Tom Poberezny, head of EAA. "I believe we can use the term 'the best ever' in describing this year's event," he told *EAA Airventure Today Online*.

"National Blue Beret is unique in that cadets can be a part of all three of CAP's missions at work: aerospace

Cadet 1st Lt. Stacey McManus of the Maryland Wing marshals aircraft in for parking. Inset, among the hundreds of planes that flew to Oshkosh, Wis., for Airventure was this CAP Gippisland GA8 Airvan.

education, emergency services and cadet programs," said Lt. Col. Regena Aye, Blue Beret executive officer. "And, since they are at one of the world's biggest air shows, cadets have a lot of aerospace education opportunities."

Participants heard presentations from renowned pilots like Dick Rutan, the aviator who flew the Voyager aircraft nonstop around the world in 1986, and aviatrix icon Patty Wagstaff. They also toured the EAA museum.

"Our AE officer, Maj. Lou Volpato, made sure they had plenty of opportunities to further their interests and meet aviation professionals," said Aye.

Fine-tuning emergency services, direction finding and

Emergency Locator Transmitter silencing skills were part of the curriculum as well. Emergency services activities included flight line marshaling, urban direction finding and mission radio operations.

For those who held staff positions, leadership skill development was yet another program benefit.

This was the third Blue Beret encampment for Granville, who said he loved every minute of it.

“You never get tired of it,” he said.

“At the end of the mission, we had over 150 sorties and ended up with close to 28 finds,” he said.

The air show’s highlights included fly-bys of the Air Force’s new F-22 fighter, as well as the B-2 Stealth Bomber, F-18 and P-51, along with other World War II

About CAP’s Blue Berets

CAP cadets, who must be 16 to apply to be a part of National Blue Beret, are screened carefully before being chosen to participate.

Of the 107 cadets who participated in 2007, 87 were male and 20 were female. They hailed from Maine to Arizona and from Oregon to Florida, plus Alaska and Puerto Rico.

The cadets represented 39 wings, which included most of the regions. South Carolina had the most representatives with 12, followed by Kansas with 10 and Texas with nine.



Cadet 2nd Lt. Chris Kyser of the Alabama Wing practices his compass-reading skills before National Blue Beret.

and Korean War vintage aircraft, to name a few, Granville said. “It was fantastic to see these vintage aircraft flying alongside the F-22. It’s really an amazing thing.”

Even celebrities such as actor Morgan Freeman, an aircraft enthusiast, flew to the air show in his own Cessna to check out the fun.

“We’re working, but it’s a lot of fun in-between,” said Granville. “You can’t beat this stuff. It’s phenomenal.” ▲



Blue Beret cadets enjoy a bird’s-eye view of the landing strip from the top of this Wittman Regional Airport fire truck.

IACE Exchange Program Immerses Cadets In Other Cultures

By
Lenore
Vickrey



Photo by Lt. Col. John Lierenz, Delaware Wing

Canadian cadet Kalli Rae O'Hagan and her Japanese "host sister" sit in the engine of a Boeing 737.

Lt. Col. John Lierenz joined the U.S. Civil Air Patrol 27 years ago and ever since has dreamed of participating in the International Air Cadet Exchange. This summer, his dream came true.

The Delaware Wing chief of staff had the privilege of escorting a group of three American and two Canadian cadets on an amazing trip to Japan as part of IACE 2007. "This trip was a life-changing experience," said Lierenz. "I am thrilled this dream has come true."

The U.S. is one of 19 member countries participating in the International Air Cadet Exchange Association, which has been exchanging cadets for 60 years, according to Rob Smith, deputy director, Aerospace Education, Cadet Programs & Professional Development at CAP National Headquarters.

"Our youth learn what aviation is like in other countries, and youth from these countries visit America to learn about our aviation programs," said Smith. "The program is character development with a global vision.

Our cadets develop a better vision of the challenges other countries face. This helps combat hatred and intolerance. And it works both ways. Foreign cadets gain a better understanding of America, too."

Lierenz's cadets were among the 64 youth and 16 adults from CAP who visited 13 countries during the two-week exchange in July. In addition to Japan, they experienced different cultures in Australia, Belgium, Canada, Germany, Ghana, Hong Kong, the Netherlands, New Zealand, Singapore, Sweden, Turkey and the United Kingdom.

CAP wings that hosted foreign youth and adult escorts included Alabama, Arizona, Florida, Indiana, Louisiana, Maryland, Massachusetts, Nebraska, New Mexico, New York, North Carolina, Oklahoma, Texas, Utah and Wisconsin.

The exchange to Japan was hosted by the Japan Civil Aviation Promotion Foundation, which oversees Sky Friends, a youth organization that their host families

belong to, said Lierenz. Among the more memorable sites on the tour were the firefighting helicopters of the aviation unit of the Tokyo Fire Department, the control tower and radar room at Haneda Airport and an up close view of a Boeing 737 at Kobe Airport. The cadets also enjoyed visiting temples and shrines, riding the bullet train or “shinka-sen” from Tokyo to Osaka, touring Kyoto and visiting the Tenjin Matsuri Festival, Universal Studios and Tokyo Disneyland.

Though no one spoke Japanese, the language barrier wasn't a problem. “With very little effort, I had no problem communicating with my host families or other Sky Friends cadets,” said Cadet Capt. Greg Thomas of the Wisconsin Wing.

The trip to Japan was Cadet Lt. Col. John Young's first IACE exchange trip, though he'd helped host cadets from Canada before. A longtime fan of Japanese history and culture, the Tennessee Wing cadet was especially pleased to go to a country he'd wanted to visit since childhood. “Everyone we met was willing to help us with whatever we needed and to make our stay in Japan comfortable and profound. They

“ You can never understand how different and how similar two people can be until you meet someone who was reared in a completely different culture. The differences are numerous, but simultaneously, the similarities are profound.”

— Cadet Lt. Col. John Young,
IACE exchange student to Japan

knew little about us and expected nothing in return, yet they opened their homes and hearts to us. I have never witnessed such freely given generosity and hospitality.”

Cadet Capt. Julia Reisenwitz of the Virginia Wing said she especially enjoyed visiting the temples and major airports and touring the castles. “However, the best part of the trip was being immersed in the culture in general and particularly being with the host families. Japan is a most excellent choice to step out of your own boundaries, boundaries that we may not even be aware of, and learn new things,” she said.

Thomas said he had fun learning how to write Japanese at the Osaka Sky Friends' offices, but admitted “practicing my origami skills (the Japanese art of folding paper) was more productive!” He found the Japanese aviation industry was highly organized: “Their flight simulator at Haneda is impressive, and they even have a flight attendant simulator!”

Such activities will make lasting memories for the cadets, as well as their escort, Col. Lierenz, who especially savored the food. “I often said I was in food heaven, as all the food was incredible,” he said. “All the cadets loved

Photo by Katsuhiko Tabayashi, Japan Civil Aviation Promotion Foundation



IACE participants at the Hozo-mon Gate of the Senso-ji temple in Tokyo are, from left, Japanese escort Minao Maeda, Lt. Col. John Lierenz, Cadet Capt. Greg Thomas, Canadian cadets Justin Eddison and Kalli Rae O'Hagan, Cadet Capt. Julia Reisenwitz and Cadet Lt. Col. John Young.

Photo by Lt. Col. John Lierenz, Delaware Wing




Cadet Capt. Greg Thomas finishes writing Japanese characters and gets the “stamp of approval.”

to try new foods, and almost always liked what they tried.”

Like the others, Young valued his IACE experience for the insights he

received into another culture. “It was important that we all participated, because it fosters a deeper understanding of the human condition. You can never understand how different and how similar two people can be until you meet someone who was reared in a completely different culture. The differences are numerous, but simultaneously, the similarities are profound.” ▲

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CAP Kicks Off 2nd Annual 2007 Wreaths Across America Campaign

15,000 Wreaths Set To Be Donated



By Russell Slater

It was a breathtaking moment for the U.S. Civil Air Patrol, one that attracted some much-deserved national publicity.

In December 2006, veterans' gravesites in America — a total of 231 state and national cemeteries — were adorned with 10,000 lush green wreaths decorated with red ribbons donated by Morrill and Karen Worcester, owners of the Worcester Wreath Co. in Harrington, Maine.

In the end, every CAP wing took part in the inaugural Wreaths Across America ceremonies, which drew 2,000 people to the various events while thousands more watched them unfold on television. Sixty cadets participated behind the scenes by helping assemble the wreaths and 87 more participated in the wreath-laying ceremony at Arlington National Cemetery in Arlington, Va.

This year, CAP's salute to the nation's veterans includes a partner-

ship with American citizens who are sponsoring the purchase of 500,000 patriotic rings of evergreen. Also, Worcester Wreath Co. will donate an additional 15,000 wreaths. The increase in the number of wreaths stems from a groundswell of grassroots support for the program, said Karen Worcester.

“We’re just saying thank you, and other people want to experience that same feeling we have when we lay a wreath at Arlington National Cemetery,” said Karen Worcester. “It’s such an honor. Actually, it’s more than an honor. It’s a duty and a responsibility. It’s not about the wreaths. It’s about taking the time to pause and think that we live in the best country in the world because of our veterans.”

“Wreaths Across America provides a nationwide venue for our 55,000 volunteers to complement the innumerable ways in which CAP members have been serving their communities through emergency services, aerospace education and cadet programs for more than 66 years,” said Acting CAP National Commander Brig. Gen. Amy S. Courter. “The infinite possibilities that Wreaths Across America provides to honor American veterans in partnership with patriotic-minded citizens is an exciting addition to CAP’s mission. In the not-too-distant future, the Civil Air Patrol will be widely known for this worthwhile endeavor, just as the Marines are known for Toys for Tots.”

The success of last year’s Wreaths Across America campaign prompted numerous calls and e-mails from people around the country who wanted to express their

thanks to participants for honoring family members who had served and died, whether in recent wars in Iraq and Afghanistan or in past conflicts. Some wanted to place orders for the wreaths to be laid at cemeteries around the country, so Wreaths Across America sought a patriotic partnership with Civil Air Patrol to sell and place these sponsored wreaths.

“This is an emotional issue; it’s sacred,” Karen Worcester said. “CAP was enthusiastic about the idea and has been bending over backward to help. We need-

ed the help of a group like CAP, because they already get it.”

“At times, it seems like the entire country wants to show its appreciation,” she added. “It’s a raw passion, a nonpolitical love of our country, from small towns and cities in Maine and all across America.”

In the future, Maj. Dennis Murray of the Maine Wing, CAP’s national co-director and coordinator for Wreaths Across America, said the campaign might become “Wreaths

“We’re just saying thank you, and other people want to experience that same feeling we have when we lay a wreath at Arlington National Cemetery. It’s not about the wreaths. It’s about taking the time to pause and think that we live in the best country in the world because of our veterans.”

— Karen Worcester
Worcester Wreath Co.

Across the World,” as operations are expanded to include offshore veteran cemeteries.

“I hope we do this forever,” said Murray. “I’d like to see the numbers involved double every year.”

“The Wreaths Across America campaign is about much more than the wreaths, as the greenery is symbolic of selfless sacrifice and dedication to the country,” said Karen Worcester, adding, “Kids need to understand the value of freedom because if they don’t, they stand the risk of losing it. We hope everyone will come and participate in their local ceremonies on Dec. 15, 2007.” ▲



Photo by Susan Robertson, CAP National Headquarters

Helping unload wreaths in 2006 are Cadet Senior Airman Angela McDonald, Cadet Airman 1st Class Grace Young, Cadet Airman 1st Class Bethany Duhaime and Cadet Airman Lydie Worcester, all of CAP's Maine Wing.

About Wreaths Across America

Morrill and Karen Worcester of Worcester Wreath Co. have been donating wreaths to Arlington National Cemetery for the past 15 years. They were initially supported by the Maine State Society, with two Maine Wing squadrons joining in to assist in 2000. The Arlington wreath project has grown ever since.

Wreaths Across America was launched in 2006. The program's mission is to remember the fallen, to honor those who have served and are serving and to teach America's youth the value of freedom.

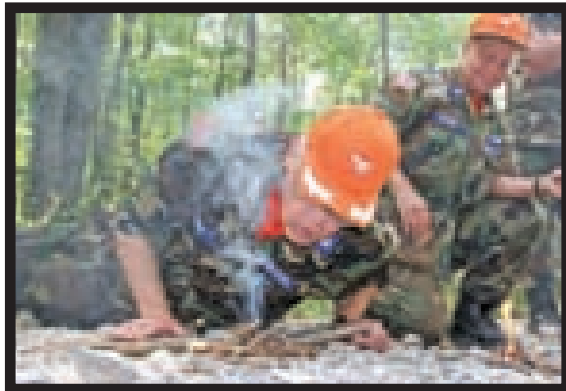
In addition to the U.S. Civil Air Patrol, the program is supported by the Patriot Guard motorcycle riders, veterans and other patriotic organizations. The BlueBird Ranch truck, which hauls the wreaths to Arlington, will make several stops along the way at local schools this year to educate students and staff about the project.

In addition to the thousands of Worcester wreaths that will be placed on veterans' gravesites across the U.S., the Worcesters also plan to donate 36-inch wreaths to all 50 statehouses this year. ▲

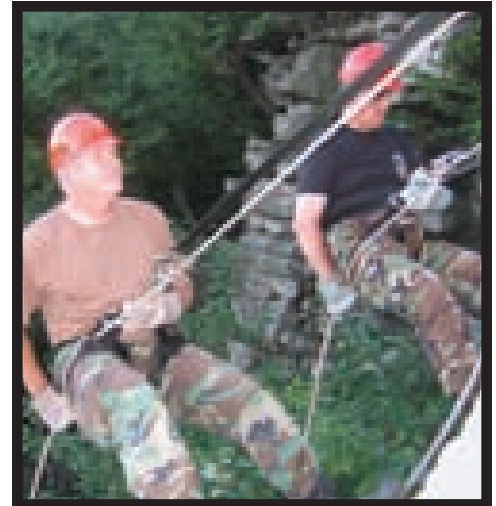
Officers Climb, Crawl At Hawk

Ranger Coordinator Course Worth The Sweat

Southeast Region
Commander Col. Jim
Rushing, with support
from Col. Eileen
Parker, starts a fire,
one of many basic
survival skills covered
during the weeklong
Ranger Program
Coordinator Course.



Photos by 2nd Lt. Christopher Rose, Pennsylvania Wing



Minnesota Wing Commander Col. Steve Miller, left, rappels at Hawk Mountain during the first-ever Ranger Program Coordinator Course, which taught senior CAP leaders the basic skills necessary to establish a program similar to Hawk's in their state and region.

By 2nd Lt. Christopher Rose and Neil Probst

It's often cadets attending encampments and drills who have young bodies that can hike for miles without tiring. But 11 senior officers held their own during Hawk Mountain's Ranger Program Coordinator Course in eastern Pennsylvania.

During the week, the officers scaled high cliffs, then laid on the ground, blowing with all the effort their lungs could muster to keep their small fires from going out during fire building class.

These leaders, including CAP National Commander Maj. Gen. Antonio J. Pineda and Brig. Gen. Amy S. Courter, were part of the first-ever course, designed to inspire CAP wing- and region-level officers to start similar programs in their own units.

Participants from across the country included Minnesota Wing Commander Col. Steve Miller and his vice commander, Lt. Col. Tom Kettell.

Miller's goal in enrolling in the course was humble: Go to Hawk Mountain and get a Ranger rating. In the process, he was exposed to great refresher training on

knot tying, how to strap injury victims in a litter, basic first aid and, of course, building fires. Participants had a little help on the last skill — as they were provided two matches apiece.

Lt. Col. Thomas Benckert, the Vermont Wing's director of operations who represented his wing commander, Col. Ann Clark, was impressed with the program.

"For me it was professional and personal. Though the Vermont Wing may not be large enough to staff a large-scale school like Hawk, we want to take some of the training aspects and tailor it for our needs based on our size, because it's a great program," he said.

Benckert and his "Hawkmates" learned the ropes from Col. Andrew Worek, a former Hawk staff cadet and current cadet school commander who is CAP's national legal officer.

All were among those praised by Pineda, who did his own share of land navigation, knot tying and fire building.



Lt. Col. Joe Abegg, CAP national director of emergency services, crosses the monkey bars on the confidence course.

While attending the school, Pineda saw how well-trained volunteers can instantly switch from training mode to a real-world mission.

During the course, a person went missing on the other side of the state. Almost immediately, 50 members were pulled from Hawk's fields and formed into ground and aerial reconnaissance teams.

"I was very impressed by what I saw here today," said Pineda, addressing the volunteers assembled on the parade field as they prepared to leave Hawk Mountain.

"You were ready to go today like you were ready to go when I needed you for Hurricane Katrina. I know who I want looking for me if I'm ever lost," he said.

Other coordinator course attendees were Georgia

Wing Commander Col. Lyle Letteer, Southeast Region Commander Col. Jim Rushing, Col. Eileen Parker of the Florida Wing, National Safety Officer Col. John Tilton and National Director of Emergency Services Lt. Col. Joe Abegg.

For the officers, attending the coordinator course was an excellent opportunity to step into the shoes of Hawk Mountain cadets, youth who leave behind modern conveniences like electricity, phones and beds — amenities not available at Hawk. The cadets can shower, if they don't mind a cold one.

"Seeing their energy and enthusiasm for learning was absolutely amazing, and seeing the amount of time the senior and cadet staff put into passing their knowledge on to the people was awesome," said Benckert.

The program began in 1953 at Westover Air Force Base, Mass., in response to the need for ground support for air search missions.

Former Pennsylvania Wing Commander Col. John Neuweiler and Chaplain (Col.) John Weaver, who became the first Hawk Mountain Summer Survival School's commander, are credited with its development.

Because of the students' dedication, motivation and enthusiasm, the instructors called them rangers, and the name has remained ever since.

In 1956, the school was moved to Neuweiler's property at Hawk Mountain.

The pine swamp in the middle of a box canyon was the perfect locale for search teams to live and train.

Hawk's significance for newly christened rangers is perhaps best expressed by a school veteran — Lt. Col. Richard Runyan, who first came to "The Mountain" in 1958, nearly 50 years ago.

"People leave Hawk Mountain with a sense of accomplishment that few of their peers will ever have. External discipline at the school most often becomes internal discipline that affects a person's entire future," he said, adding, "Hawk gave me a can-do attitude and the wisdom to make hard decisions in life." ▲

CAP To The Rescue

NERSAR Highlights Ground, Air Search Skills

By Kimberly L. Wright

To spotlight the U.S. Civil Air Patrol's search and rescue abilities from the ground up, the Northeast Region recently conducted a search and rescue competition at Westover Air Reserve Base, Mass.

More than 200 officers and cadet members from the Connecticut, Maine, Massachusetts, New Hampshire, New Jersey and Pennsylvania wings took to the air and woods, manned command posts and otherwise put their skills to the test in various aspects of search and rescue.

Since CAP conducts 95 percent of all inland search and rescue missions as tasked by the Air Force Rescue Coordination Center, saving 58 lives across America last year, the importance of CAP's SAR operations cannot be underestimated.

"The event prepares our members to be the best they can be through a fun, motivated competition," said Lt. Col. Joe Abegg, CAP's national director of emergency services. "It gets everybody pumped up about search and rescue and emergency services, and may lead to the increased recruitment and retention of emergency services-qualified people, whose skills are always in high demand."

The competition also enhances CAP members' readiness for large-scale disasters, he said. "A competition of this caliber exposes search and rescue teams to their peers from other wings and they exchange lessons learned with each other, which strengthens their skills and, by extension, raises the pro-

file of search and rescue throughout the organization."

Aircrew competitive events included grid and route searches and satellite-transmitted digital imaging system accuracy and resolution — all skills essential to air reconnaissance missions. SDIS allows CAP aircrews to transmit digital images to emergency command posts on the ground within minutes. Command and control of aircraft and ground teams, a tabletop exercise and incident command procedure evaluations tested the leadership functions of the incident command post.

In ground team competition, searchers looked for clues like a simulated blood trail, a synthetic hand, a child's sneaker and candy to hunt for a missing child in a remote wilderness area. Another ground team scenario called for the rescue of two wounded crash victims from the wilderness, which required searchers to properly deal with grievous injuries in the field.

Awards recognizing excellence in each area were presented by Air Force Brig. Gen. Wallace Farris Jr., commander of the 439th Airlift Wing at Westover.

"We weren't sure how well we'd do," said Capt. Fred Sherick of the Pennsylvania Wing. "We went up

1st Lt. Sandy Cassilly of the Massachusetts Wing marshals planes on the flight line in support of aircrew exercises.



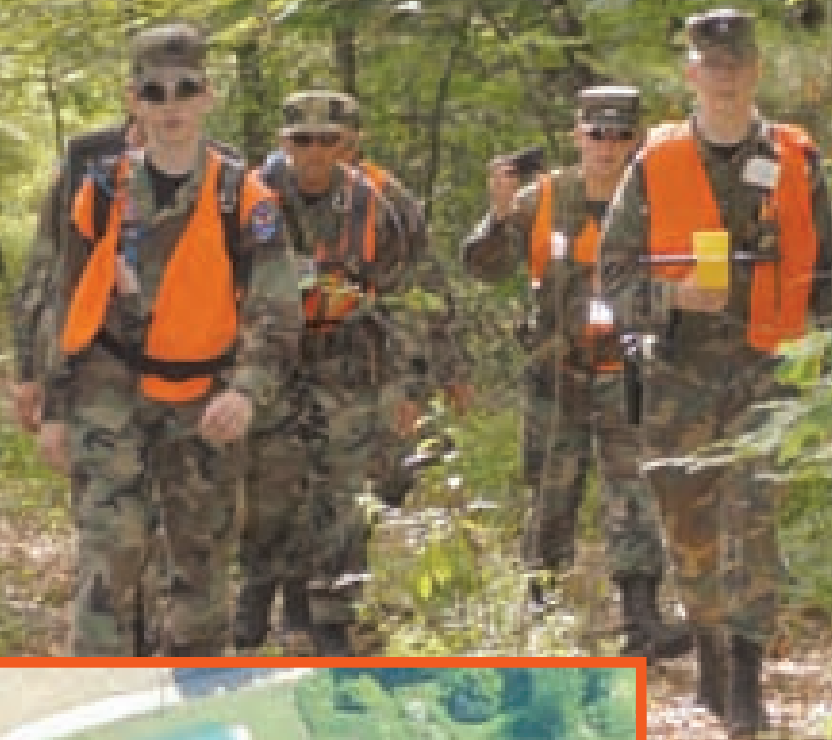
there to have a good time and perform as we normally would in those situations and were pleasantly surprised by the results.” His wing’s incident command staff won first place, the air team second place and the wing third place overall.

Capt. Richard Werman of the Massachusetts Wing said the competition was an excellent opportunity for the wings’ incident command staff, ground teams and aircrews to work together. “It was as close to realism as you can get,” he said. His wing’s aircrew earned first place and the ground team second place. In addition, they received the Best Wing trophy.

The event served as a prototype for a proposed national search and rescue competition, which is tentatively scheduled for August 2008 in Salina, Kan.

Another upcoming competition — the SARSCENE Games — is an international search and rescue competition to be held Oct. 17 in Victoria, British Columbia, Canada. This will be the first time CAP has participated in the games. Abegg believes CAP’s four-man team may be the only one from the U.S. participating.

“I’m really excited about this opportunity to raise the profile of search and rescue and to emphasize the national identity of Civil Air Patrol,” he said. ▲



Best Wing
Massachusetts Wing

Aircrew
Massachusetts Wing

Ground Crew
New Hampshire Wing

Incident Command Staff
Pennsylvania Wing

Above, New Jersey Wing members use emergency locator transmitters to conduct a ground-search exercise.

A search plane, left, flies over a ground team, visible by their orange vests, and a target during the Northeast Region Search and Rescue Competition.



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Lifetime U.S. Civil Air Patrol member Capt. Evelyn Bryan Johnson, who joined in 1949, was recently inducted into the National Aviation Hall of Fame in Dayton, Ohio.

NAHF ENSHRINES A Living Legend

Tennessee Wing's Evelyn Bryan Johnson receives aviation's highest honor

By Janet Adams

Back in 1944, Lt. Col. Evelyn Bryan Johnson took flying lessons as a hobby, as a break from running her husband's laundry business while he served in World War II. Then, she got her instructor rating in 1947 and began teaching others to fly. Before long, Johnson was designated a pilot examiner by the Federal Aviation Administration. During her decades-long career, she earned the nickname "Mama Bird" for putting more than 9,000 fledgling pilots through their paces on check rides. She is also listed in Guinness World Records as the only woman pilot to fly more than 60,000 hours.

Pursuing other flying-related activities, Johnson joined the Whirly Birds, participated in numerous Powder Puff Derbies, took part in international racing competitions — including an eventful race from Washington, D.C. to Havana, Cuba — and continued to promote aviation at every opportunity. She is a popular speaker and presenter at various aviation award ceremonies.

In May 2005, at a special event organized by the Tennessee Museum of Aviation and the Tennessee Wing in recognition of her relinquishing the FAA-designated examiner credentials she had held for more than 60 years, attendees whom Johnson had taught to fly were asked to stand up. More than 300 of the 450 attendees responded. Johnson, who had joined CAP in 1949 and participated in numerous search and rescue missions besides teaching hundreds of cadets to fly, also received a certificate for her 50-plus years as a Civil Air Patrol member and a lifetime CAP membership.

Induction into the Tennessee and Kentucky Aviation Halls of Fame, the Flight Instructor's Hall of Fame and Women in Aviation's International Pioneer Hall of Fame are among the hundreds of other honors bestowed on the petite aviatrix.

In 1953, when the Morristown, Tenn., airport first opened, Johnson was offered the position of manager by Bob Minter, a close friend and founder and director of the Tennessee Aviation Hall of Fame in Sevierville. Today, at the age of 97, she is still working as airport manager, having recovered from a serious car crash last December in which she sustained injuries resulting in the amputation of her left leg. Johnson says her ability to get around on her artificial leg is gradually improving, and she jokes about trying to buy her prosthesis from Wal-Mart, where "they always advertise low prices. This one (the prosthesis) was not low-priced," she chuckled.

Johnson, now a member of the Tennessee Wing's Morristown Cadet Squadron, was enshrined in the National Aviation Hall of Fame in Dayton, Ohio, on July 21. She was there on stage, sitting erect in her wheelchair, to accept the award, the medallion and the three standing ovations she so richly deserved. Retired Air Force Col. Howard McWhorter Jr., a member of the NAHF Board of Directors, nominated Johnson for the award in 1998 and has championed her since that time. He commented, "It does your heart good to know that people like Evelyn, who deserve to be in the National Aviation Hall of Fame, got their due."

For "Mama Bird," it was very exciting. "I am very honored to have been chosen to be in the NAHF," she said. "It was wonderful to see so many of the people I taught to fly."

Johnson also said she appreciated so many people from Morristown being at the award dinner, including the new mayor — "our first woman mayor," said Johnson proudly — and members of the church she attends.

As for retirement, "When I give it all up," Johnson said, "it will be when I get another type of wings!" ▲

Former Cadet Lands One Of Army's Rarest Duties At

Tomb of Unk

By Ashley Wright

Some things never change.

Ten years ago the University of Florida took its first national championship in college football, Jeff Gordon won the Daytona 500, Sean “Puff Daddy” Combs had the No. 1 hit on the radio and U.S. Civil Air Patrol Cadet Chris Moore was helping start the Utah Wing’s Blackhawk Cadet Squadron.

Today, the Gators hold another national championship, Jeff Gordon continues to lead the NASCAR polls, Sean “P. Diddy” Combs has another hit on the radio and Moore now serves his country in the Army’s prestigious 3rd U.S. Infantry Regiment — The Old Guard — working as a relief commander at the Tomb of the Unknowns at Arlington National Cemetery in Arlington, Va.

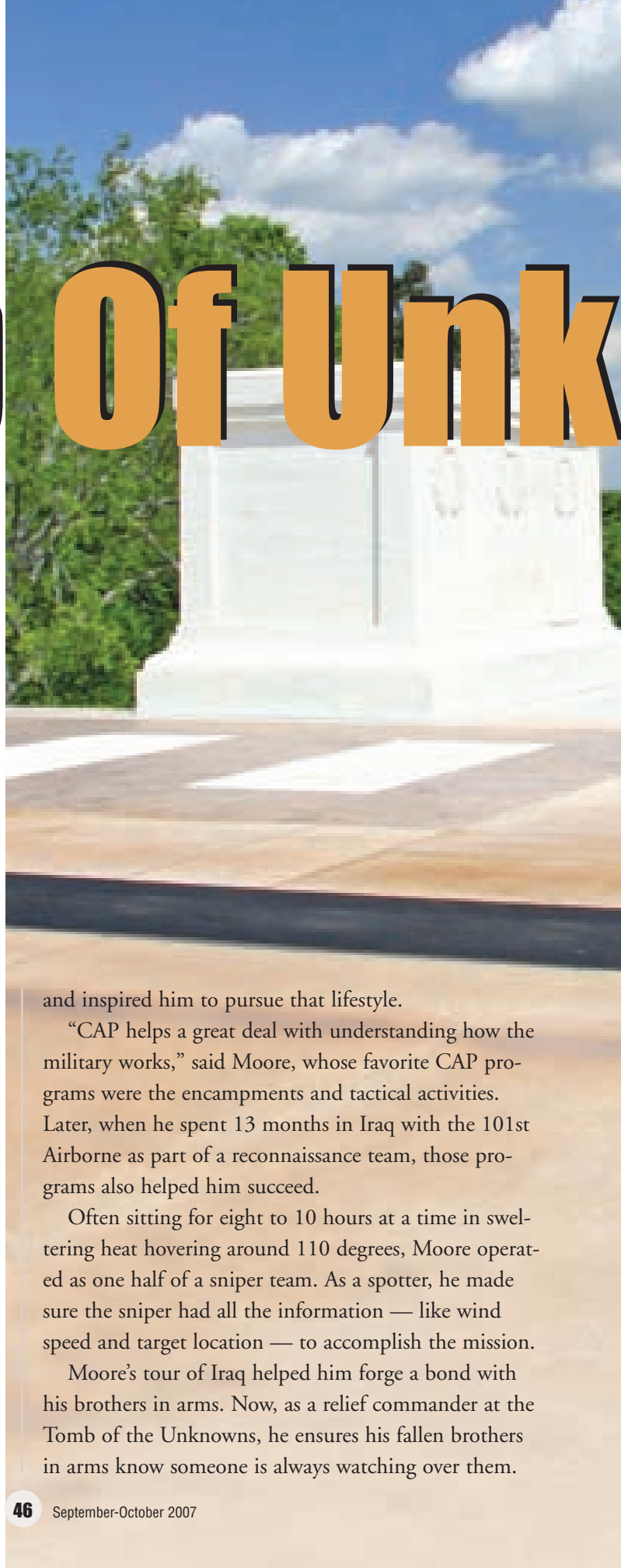
The 23-year-old Army staff sergeant said his almost three years in Civil Air Patrol provided him with a glimpse into military life

and inspired him to pursue that lifestyle.

“CAP helps a great deal with understanding how the military works,” said Moore, whose favorite CAP programs were the encampments and tactical activities. Later, when he spent 13 months in Iraq with the 101st Airborne as part of a reconnaissance team, those programs also helped him succeed.

Often sitting for eight to 10 hours at a time in sweltering heat hovering around 110 degrees, Moore operated as one half of a sniper team. As a spotter, he made sure the sniper had all the information — like wind speed and target location — to accomplish the mission.

Moore’s tour of Iraq helped him forge a bond with his brothers in arms. Now, as a relief commander at the Tomb of the Unknowns, he ensures his fallen brothers in arms know someone is always watching over them.



nowns



U.S. Army Staff Sgt. Chris Moore stands watch over the Tomb of the Unknowns at Arlington National Cemetery in Arlington, Va. Moore, a former CAP cadet, serves as a relief commander for the 3rd U.S. Infantry Regiment.

For the past three years, his mission has been to change the perception of the marble tomb from a changing-of-the-guards tourist attraction to a visible reminder of sacrifice. He makes sure that his uniform is impeccable, his shoes are shined to perfection and his weapon is always at the correct angle.

Moore, who is on duty for 24 hours at a time, oversees the day-to-day changing of the guards ceremony, including uniform inspections.

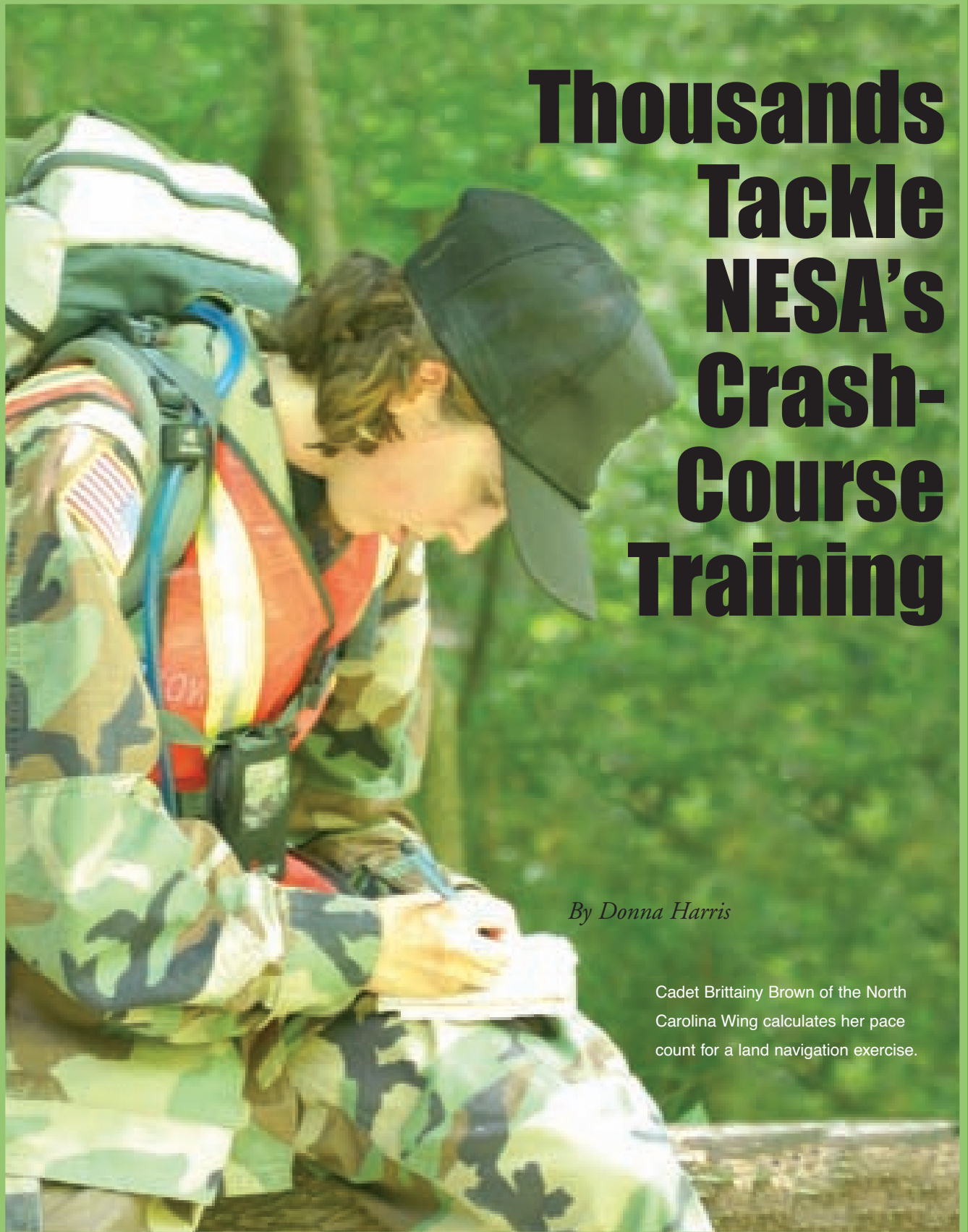
Being a guard at the tomb is a job awarded to a rare few. Only 557 individuals have completed the training since March 1926, when Congress ordered guarding of the tomb during daylight hours, said Moore. Moore wears the number 544.

According to the Society of the Honor Guard of the

Tomb of the Unknown Soldier (www.tombguard.org): “Over 80 percent of the soldiers who try out for this duty do not make it. Each sentinel must be able to flawlessly perform seven different types of walks, honors and ceremonies. They must retain vast amounts of knowledge concerning the Tomb, Arlington National Cemetery, the U.S. Army and their unit.”

The 3rd U.S. Infantry Regiment began its service to the country in 1784. Since 1937, members of The Old Guard have protected the remains of those “known only to God” for every moment of every day.

As a member of this elite group, Moore continues to exemplify CAP’s core values of integrity, service, excellence and respect. ▲



Thousands Tackle NESA's Crash-Course Training

By Donna Harris

Cadet Brittainy Brown of the North Carolina Wing calculates her pace count for a land navigation exercise.

Just one visit to the National Emergency Services Academy and U.S. Civil Air Patrol Lt. Col. Paul Rowen was hooked.

The Connecticut Wing CAP member initially planned for a week's stay at the multidisciplinary training program held annually at Camp Atterbury in Edinburgh, Ind., a 35,000-acre Indiana National Guard facility.

"I was originally scheduled to stay only for week one (for the Incident Command System School), but when I saw the quality of the instructors, the facility and the dedication of the people running the program, I arranged to stay an extra week and complete the advanced courses," said Rowen, 48. "In my 30-plus years in the program, I have not attended another CAP course that was better."

Founder hopes to make NESAs national standard

This is good news for Lt. Col. John Desmarais, who founded NESAs in 1996 to offer intensive training to CAP members. The program combines task-based training with practical application and has become the standard for wings nationwide. "There really wasn't a national standard program across the country," he said.

Desmarais, who is also deputy director for operations at CAP National Headquarters at Maxwell Air Force Base, Ala., started the program with the Ground and Rescue School in Virginia. Two years later,

NESA moved to Indiana and he added the ICSS. Then, in 2000, he added the Mission Aircrew School.

Capt. Steven Fedor of the Tennessee Wing attended the Mission Aircrew School in July.

"What I really enjoy about NESAs is the standardized training it brings to the table, and knowing that what they're teaching at NESAs is the national standard that all wings and personnel should strive

own wing and report to a major event, get paired up with a mission observer and scanner from somewhere I've never even heard of before and know we've shared the same training and can function at a more effective level," he said. "We would all know how to expertly execute our jobs to complete the mission without having any delays due to gaps and inconsistencies in training.

"NESAs graduates the most knowledgeable and skillful volunteers CAP has to offer, and having that become the standard can only make us a better organization."

— *Capt. Steven Fedor, Tennessee Wing*

"NESAs graduates the most knowledgeable and skillful volunteers CAP has to offer, and having that become the standard can only make us a better organization," Fedor said.

The school's popularity has given Desmarais an edge in finding instructors. "I'm able to pick the best of the best people to run it," he said.

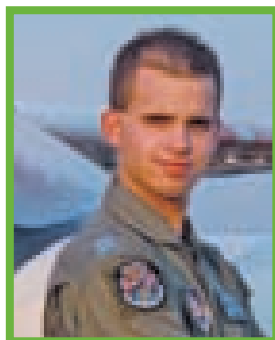
The school operates for two weeks each July with a staff of about 100, mostly CAP volunteers,

to follow," the 21-year-old said.

Fedor said standardized training leads to more successful missions.

"It's very nice to know that, as the national standardization comes along, I could one day leave my

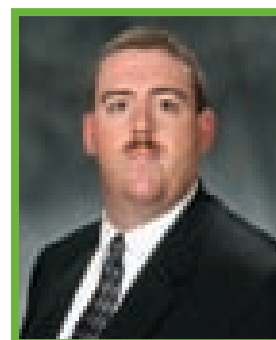
complemented by an Air Force Reserve cook and experienced CAP-U.S. Air Force Reservists who monitor the training to ensure it meets Air Force objectives and requirements, said Desmarais.



Capt. Steven Fedor



Lt. Col. Paul Rowen



Lt. Col. John Desmarais



Cadet Kristen Santos of the Maryland Wing and members of Team 10 work to determine search boundaries during a field exercise.

Around 200 students complete each of the two one-week training courses, but more could be supported. The school boasts about 3,000 graduates,

Desmarais said. 2nd Lt. Brandon Brooks of the Maryland Wing likes the courses because of the intensive training. “You can acquire a year or two worth of training in only two weeks,” said Brooks, 19. “NESA was the most amazing CAP experience I’ve had. It was

very challenging but not impossible. You were never asked to do something you couldn’t do. That’s the best way to learn.”

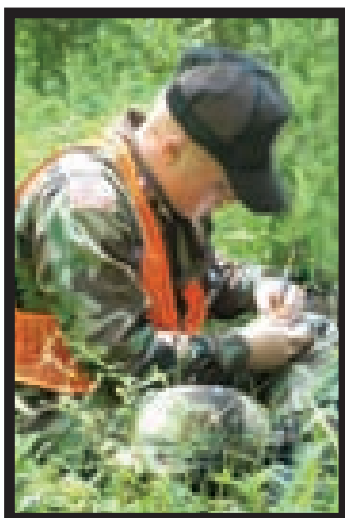
Desmarais said the majority of cadets choose National Ground Search and Rescue. The youngest participants are 13, “but we’ve had students up into their 60s and beyond,” he said.

The average age for NGSAR is 15, but students must be older to attend the other two schools — at least 18 to participate in MAS and 15 for ICSS.

One-week sessions cost \$150 with early registration starting in September, and up to

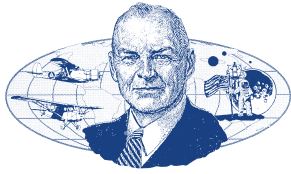
\$175 during late registration in May. The cost is offset by federal funding for mission training, said Desmarais.

Rowen said he plans to apply to be an instructor in 2008. “NESA takes the best talent CAP has and brings it together to pass on the knowledge needed to conduct our missions for America,” he said. “Cadets who attend the activity come away with the knowledge and qualifications to do the job right. They also come away with an excitement for the program unsurpassed by any other I have attended.” ▲



Cadet Cheston Newhall of the Utah Wing determines distances for a field problem.

Achievements



Gill Robb Wilson Award

Highest award given to senior members who complete Level V of the U.S. Civil Air Patrol Senior

Member Training Program. (Only about 5 percent of CAP senior members achieve this award.) The officers listed below received their awards in May and June.

Lt. Col. Alfred Max Gore AR
Lt. Col. Dennis B. Edmondson CA

Lt. Col. P. Kreutzer Garman FL
Col. Patrick S. O'Key FL
Lt. Col. John V. V. Vredenburg II FL
Col. Robert M. Hoffman MT
Col. Robert J. McCabe NJ
Col. Robert H. Castle OK
Maj. Harriet J. Smith SWR



Paul E. Garber Award

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

Maj. David R. Smelser AL
Capt. Peter T. Connolly AR
Capt. Rita L. Bivens-Scherer AZ
Maj. Richard F. Laherty AZ
Lt. Col. Anthony J. Vilardo AZ
Lt. Col. Raymond F. Spengler CA
Maj. Dean C.C. Thomas CA

Maj. Charles M. Sellers CO
Lt. Col. Nancy L. Smith DE
Lt. Col. Robert W. Turner DE
Lt. Col. Thomas B. Rubino FL
Maj. William A. Woody FL
Maj. Shannon P. Letteer GA
Maj. Paul J. Connors ME
Lt. Col. George R. Lowrance NC
Capt. Paul D. Meade NC
Capt. James P. Williams NC
Maj. Steven M. Tracy NJ
Maj. William A. Kearney NV
Maj. Paul A. Ghiron NY
Maj. James J. Weller PA
Capt. Adam W. Wenclewicz PA
Maj. George K. Wilmoth VA
Capt. George C. Minnich WA
Maj. Harold R. Moe WI



Gen. Ira C. Eaker Award

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

Clayton T. Arms AR
Everett P. Hill CT
Joseph O. Trujillo CT
Thomas B. Lynch FL
Michael J. Staples FL
Kyle P. Atkins GA
Brittany-Ann M. Wick KY
Charles C. Cox MN
Aaron W. Hanes MS
Kathryn A. Petersen NE
Sebastian P. Van Dintel NH
Jeff D. Herrera NM
Dustin T. Wittman NM
Jacquelyn I. McGinnis NY
Tyler Blatt OH
Casey C. Cole OK
Maribel Oquendo PR
Dustin W. Nix TN
Carleen V. Brzeczek TX
Michael R. Alfred VA
Robert Chenault VA
Benjamin N. Sargeant VA
David M. Peterson WA
Michael J. Reindl WI
Patrick A. Gragan WV
Darrell B. Strovers WV



Gen. Carl A. Spaatz Award

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

Joshua D. Wepman (#1641) CO
Devon F. Spencer (#1639) FL

Aimee M. McFadden (#1654) ID
Daniel P. Roman (#1649) IL
Kate A. Whitacre (#1646) IN
Daniel P. Metcalf (#1630) KS
Laura M. Broker (#1645) MN
Ryan P. Kenny (#1638) MN
Ryan E. Livergood (#1650) MO
Brian A. McGinley (#1635) MS
Jonathan M. Lewis (#1633) NC
Kathryn A. Petersen (#1634) NE
Jonathan P. Harris (#1637) OH
Christopher J. Todd (#1640) SC
Francesca J. Fogarty (#1652) SD
Patrick A. Gragan (#1651) WV
Austin T. Ross (#1647) WV
Justin T. Ross (#1648) WV

Utah Wing Provides Sorties, Evacuation Planning During Wildfires

Photo courtesy of Beaver County, Utah, Emergency Services

When wildfires threatened communities in southern Utah, members of the U.S. Civil Air Patrol's Utah Wing were quick to assist local agencies. They flew 10 reconnaissance sorties and completed four ground missions.

By Kimberly L. Wright

Members of the U.S. Civil Air Patrol's Utah Wing provided assistance on the ground and in the air during wildfire outbreaks in that state, using both human and technological resources in response to the threat in mid-July.

The disaster response highlighted the swift availability of CAP members and resources during local emergencies. Twenty-five wing members participated in the emergency response, with 10 sorties flown and four ground missions carried out, according to Utah Wing Commander Col. Robert Bost.

A Utah Wing aircrew provided the U.S. Fish and Wildlife Service and local county government officials with real-time damage assessment by providing reconnaissance flights in a CAP-owned Gippsland GA8 Airvan and Cessna 182 Skylanes from Salt Lake City and Cedar City. CAP also performed four environmental assessments, determining green areas and watersheds where livestock could stand a greater chance of survival.

The wing also assisted Beaver County Sheriff Cameron Noel and Beaver County Fire Chief Les Whitney in developing an evacuation plan for Milford and other local communities threatened by a wildfire raging in southwestern Utah. The measure would have

used CAP ground and air resources to bolster local resources in getting residents out of harm's way as quickly as possible.

The Beaver County Sheriff's Department used two CAP trailers as security checkpoints on roads leading to wildfires to discourage spectators from traveling into potentially hazardous areas. CAP members provided logistical assistance to the sheriff's deputies manning the trailers.

In addition, CAP used satellite radios to provide communications support to the areas where cellular service was impacted by the fire.

"The satellite radios we purchased are the best investment the Utah Wing has made, other than the great members we have," said Bost. "We were able to easily communicate with Rocky Mountain Region Commander Col. Russ Chazell, staff members in the CAP National Operations Center in Alabama and squadrons throughout the state."

Bost praised CAP members who served their communities. "I was amazed at the number of Utah Wing members who took time off to help man the radios in Salt Lake City, volunteering long shifts," he said. "They really exemplify the volunteer spirit of America." ▲

Great Lakes

Members help Red Cross evaluate flood damage

ILLINOIS — Members of five Illinois Wing squadrons recently assisted the American Red Cross with residential flood damage evaluations after a rainstorm dumped 5 to 7 inches in Rockford, Ill.

A nine-member ground team led by Maj. Robert Williams of the Palwaukee Composite Squadron devoted a full day to the mission, looking over some 500 residences and cataloging the 309 that were damaged. Nine of the homes met the Red Cross' definition of destroyed.

Col. Joseph S. King of Illinois Wing Headquarters was incident commander and Capt. H. Michael Miley of the Woodfield Composite Squadron served as mission information officer. Along with Williams, the ground team consisted of Capt. Jerry G. Sheerer and Cadet 2nd Lts. Justin C. Scherer and Trevor M. Kahl of the Rockford Composite Squadron; 2nd Lts. Charles MacDonald, Francois M. Blumenfeld-Kouchner and Michael T. Donigan and Sr. Mbr. John C. Stys of the Chicago Midway Composite Squadron; and Capt. Robert B. Becker of the Elgin Composite Squadron.

A Red Cross official, Mike Harmon, manager of damage assessment, praised CAP for "helping your neighbors get through tough times." >> Capt. H. Michael Miley



Photo by Maj. Robert Williams, Illinois Wing

Illinois Wing members take a look at a storm-damaged house in Rockford, Ill.

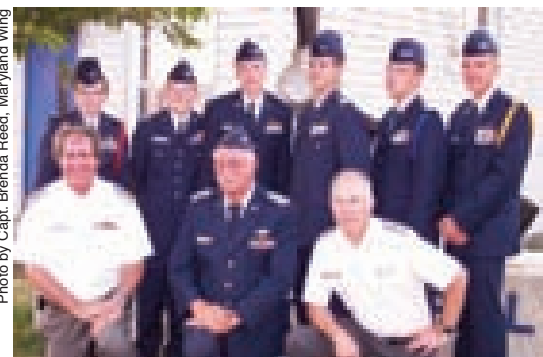


Photo by Capt. Brenda Reed, Maryland Wing

Maryland Wing Solo School cadets and instructors pose outside Hagerstown Composite Squadron headquarters. They are, back row, from left, cadets 1st Lt. Stacey McManus, Lt. Col. Zachary Bowen, 1st Lt. Lawrence Mayer, 2nd Lt. Stephen Gast, Capt. Matthew Herten and Col. Jacob Reed; front row, from left, are instructors Maj. Pete Loewenheim and Lt. Col. Bob Ayres of Maryland Wing Headquarters and Capt. Jerry Wedemeyer of the West Virginia Wing.

Selected for the 2007 school were cadets Col. Jacob Reed of the Carroll Composite Squadron, Lt. Col. Zachary Bowen of the Mount Airy Composite Squadron, Capt. Matthew Herten and 2nd Lt. Stephen Gast of St. Mary's Composite Squadron and 1st Lts. Lawrence Mayer of the Arundel Composite Squadron and Stacey McManus of Fort McHenry Composite Squadron. They worked in teams of two, each team paired with an instructor for mentoring and training throughout the week, and all six successfully soloed by midweek. >> Capt. Brenda Reed

Middle East

Solo School sends 6 new pilots soaring

MARYLAND — Six Maryland Wing cadets soloed in a Cessna 172 for the first time to cap the Maryland Wing Solo School's 17th successful year.

The cadets, selected among applicants from across the wing following a strenuous evaluation process, participate in a weekend ground school at Frederick Composite Squadron headquarters a month before the 10-day flight portion of the academy held at Hagerstown Regional Airport. The program's goal is for the cadets to not only solo in the aircraft but also to pass the written Federal Aviation Administration private pilot exam administered at the end of the 10 days.

During the school, three cadets are in the air at a time, while those left on the ground study for the FAA exam. Evenings are devoted to classroom training and practice FAA exams.

Selected for the 2007 school were cadets Col. Jacob Reed of the Carroll Composite Squadron, Lt. Col. Zachary Bowen of the Mount Airy Composite Squadron, Capt. Matthew Herten and 2nd Lt. Stephen Gast of St. Mary's Composite Squadron and 1st Lts. Lawrence Mayer of the Arundel Composite Squadron and Stacey McManus of Fort McHenry Composite Squadron. They worked in teams of two, each team paired with an instructor for mentoring and training throughout the week, and all six successfully soloed by midweek. >> Capt. Brenda Reed

North Central

Wing called to Ellsworth AFB wildfire

SOUTH DAKOTA — South Dakota Wing members were already helping monitor devastating forest fires in the Black Hills when the wing's commander, Col. Mike Beason, received another call to help respond to a wildfire — this one at Ellsworth Air Force Base.

When the base's battle staff director asked if the wing could launch an immediate flight to photograph a fire on the base, Beason initially assumed the request was related to an exercise the base and wing had been coordinating for several months. "Then they told me this was a real fire," he said.

A flight was launched within an hour. By then the grass fire had been burning for about three hours and had spread over some 2,000 acres of grassland. The South Dakota crew — Capt. Jason Depew, Lt. Col. Gary Hewett and Capt. Eric Hineman — responded quickly. Photos were provided to the Air Force within three hours of initial notification. "This mission demonstrated to the local Air Force officials the rapid response capability of CAP," Hewett said.

Ellsworth officials used the photos to identify landowners to contact off base about the plans for dealing with the fire. >> Col. Mike Beason



This South Dakota Wing aircrew photo shows efforts to contain a massive grass fire at Ellsworth Air Force Base. The wing was asked to provide damage-assessment photographs.

Northeast

CERT program sharpens members' disaster response skills

NEW JERSEY — The New Jersey Wing recently became the first U.S. Civil Air Patrol wing to partner with the nationwide Community Emergency Response Team for professional development training, thanks to a new arrangement established by the wing's director, Lt. Col. Richard Olszewski, in coordination with the state Office of Emergency Management.

CERT provides critical support to first responders in emergencies and immediate assistance to victims, organizes spontaneous volunteers at disaster sites and collects disaster intelligence to support first responder efforts.



Photo by 1st Lt. Mike Miller, New Jersey Wing

New Jersey Wing members triage mock victims of a simulated terrorist attack.

The New Jersey Wing's members were trained and tested on how to assess a situation quickly and the best way to assist other personnel. Training sessions covered basic first aid, family disaster preparedness, disaster fire suppression, triage medical operations, CERT operations, disaster mental health, basic emergency management, disaster simulations and effectively working as a team under stress stemming from an emergency.

Lt. Joseph Geleta of the Office of Emergency Management, a former New Jersey Wing cadet, said the CAP members' involvement helped increase participation in the program to more than 10,000.

>> 1st Lt. Mike Miller

Pacific

Cadets assist at memorial ceremony for veterans

HAWAII — Cadets from two Hawaii Wing squadrons recently helped ensure the success of an annual candlelight ceremony sponsored by VFW Vietnam Veterans Post 10583 and the American-Vietnamese Coalition of Hawaii. The event was held at the “Punchbowl,” which was designated in 1949 as a permanent cemetery to consolidate several hundred temporary World War II cemeteries in the central and south Pacific. Since then, veterans of all military branches from the Korean, Vietnam and Gulf Wars have been laid to rest there.

The ceremony began with the arrival of a cascade of some 350 motorcycle riders symbolically participating in a “mini” Rolling Thunder cross-country ride to honor all American prisoners of war and those missing in action. Speakers included Gov. Linda Lingle and Rear Admiral Van Alford Jr., U.S. Pacific Command chief of staff. Cadets from Hickam Air Force Base 66th Composite Squadron and West Oahu Composite Squadron escorted VIPs and assisted with presenting wreaths and lighting candles.

“This event places the skills of Oahu’s Civil Air Patrol cadets in view of Hawaii’s leaders,” said event coordinator Lt. Col. Caz Ross, 66th Composite Squadron commander. “They have an opportunity to provide a valuable service to veterans and participate in a meaningful ceremony.” >> 2nd Lt. Wesley Kajiwara



Photo by Cadet Airman 1st Class Delling Pada, Hawaii Wing

Cadet 2nd Lt. Alexander Ubiadas of the 66th Composite Squadron escorts a member of the local Vietnamese community during an annual candlelight ceremony held at the National Memorial Cemetery of the Pacific.

Rocky Mountain

Wing, IACE tour launch systems facility



The IACE and Utah Wing contingent touring ATK Launch Systems are, from left, adult escort Ferdinand Schuering and Jelle van Netten, both of the Netherlands; Sean Morrison and Staci Stuckless of Canada; Tessa Heyl of the Netherlands; and Chaplain (Maj.) Milton Maughan of the Cache Valley Composite Squadron, ATK employee sponsor for the visitors.

UTAH — Dutch isn't normally spoken at ATK Launch Systems, an advanced weapons and space systems manufacturer and defense contractor, but that changed on July 26 when the Utah Wing hosted three International Air Cadet Exchange participants from the Netherlands and two from Canada.

After touring ATK’s Rocket Garden, the visitors convened to view the DVD “Space Odyssey: The Journey Continues.” ATK’s vice president, Charlie Precourt, rounded out the visit by discussing his experiences as a space shuttle astronaut and the importance of continued space exploration.

Following lunch at the ATK cafeteria, the IACE group traveled less than 10 miles to visit the Golden Spike National Historic Site for a steam locomotive demonstration. On the way back to billeting at Hill Air Force Base, one visitor noted how extraordinary it was to drive “so far away from civilization” — the ATK facility is some 30 miles west of Brigham City and some 70 miles northwest of Ogden — and find two places representing the best of 19th and 21st century technologies.

Domestically, the U.S. Civil Air Patrol sponsors IACE, an annual exchange of visits by aerospace-minded youth from the U.S., Canada, Europe, the Middle East, Africa, East Asia and the Pacific with the objective of promoting international understanding, goodwill and fellowship. >> Chaplain (Maj.) Milton A. Maughan

Southeast

Squadron follows successful SAREX with museum trek, tour

TENNESSEE — After hosting a successful search and rescue exercise covering a five-county area and involving both electronic and visual search techniques (including an innovative airborne radio relay system called HIGHBIRD — a self-contained radio package that provides temporary communications during a disaster), members of the Tullahoma Composite Squadron weren't about to rest on their laurels.

Immediately following the successful exercise — which the unit hosted for its parent command, Tennessee Wing Group 2 — members loaded up for a three-day, two-night trip to Dayton, Ohio, to tour the National Museum of the U.S. Air Force. The members' four-vehicle caravan left Tullahoma early on a Saturday afternoon and drove about 400 miles straight to Dayton, where they spent the next two days touring the facility and enjoying exhibits that chronicled the development of both civil and military airpower from the early days of flight to the present.

Cadets were billeted in Air Force quarters for the weekend. During the tour members had an opportunity to meet fellow CAP members from two other states. >> Maj. Steven J. Robeson

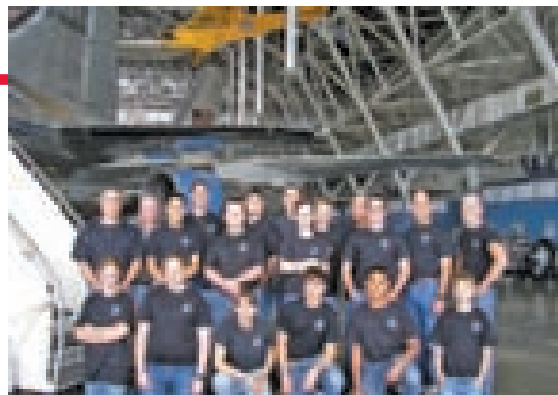


Photo by Maj. Jack Hennon, Tennessee Wing

Members of the Tullahoma Composite Squadron pose for a group photo under a World War II-vintage CAP Piper Cub hanging above a retired Air Force One Boeing 707. Pictured are, front row, from left, cadets Hannah Oosting, Haylee Hatcher, Carla Arnold, Will Nelms, Daniel McGee and Shay Williams; back row, from left, parents William Nelms and Maj. Jeff Oosting; cadets Marcos More', Neil Whitehead, Ryan Mortensen, Andrew Ansley, Antonio More', John Loehle and John Oosting; parent Marcos More'; cadet Zak Humphries; Lt. Col. John Humphries, squadron commander; and cadet Mike Hamilton.

Photo by 1st Lt. Estelle Kelly, Texas Wing



Alamo Composite Squadron members, shown here at the Cenotaph Memorial to the defenders of the Alamo, recently participated in a tribute to these heroes.

heroes and a moment of reflection for current and veteran members of the armed forces.

The Alamo squadron members joined their counterparts in other organizations, both civic and military, in the procession beginning at William Barrett Travis Park and proceeding along Houston and Alamo streets to the Alamo. After each organization presented a wreath or floral tribute to the color guard for placement on the grassy plat in front of the Alamo Shrine, a brief ceremony followed, with silver taps by the U.S. Army Medical Command Band drawing the event to a heartfelt conclusion.

The squadron was proud to represent the U.S. Civil Air Patrol at the event. >> 1st Lt. Estelle Kelly

Southwest

Unit helps honor veterans, members of armed forces

TEXAS — The Alamo Composite Squadron recently joined military dignitaries from Randolph Air Force Base, Lackland Air Force Base and Brooks-City Base to represent the U.S. Air Force community at the annual Pilgrimage to the Alamo, which dates back to World War I.

The observation — sponsored by the Daughters of the Republic of Texas, Alamo Mission — began as a way to honor the sacrifices of the defenders of the Alamo in a dignified manner at a time when the nation had just sent its young men into conflict. It has continued as a solemn tribute to those historic

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